

9/48.

PALESTINE GOVERNMENT.

File No. 2.

526

Public Works Headquarters.

Nablus - Tulkarm Road.

Opened on: 28th March 1939.



שם תיק: Roads : Nablus-Tulkarm Road

מזהה פנימי: מ-4103/4

מזהה פריט: 000610n

תאריך הדפסה: 29/03/2016

כתובת 2-108-5-8-10

9/48.

Extract from Inspection Notes - Autg.D.P.W.
(Mr. Crook) 24th-25th November, 1947.

3. Nabius - Tulkarm Road. K. 93B.

Near Tulkarm a new road from the town has been built almost up to the main road. Denab to send details to P.W.D. H.Q. Has the junction with the main road been approved? Ag.D.P.W. wishes to see details of this junction including any culvert or round-about that may be required.

Denab

9/48

9/48

9/48.

19th October, 1947.

DISTRICT ENGINEER
NABLUS DISTRICT.

SUBJECT : Roads (Width & Alignment) Ordinance -
Deir Sheraf - Tulkarm - Ra'anana Road
in Anabts Village.

REFERENCE : Your 326/1 of 10th October, 1947.

I understand that the Town Planning Scheme referred to in your above quoted letter has not yet been enacted. It would, therefore, seem unadvisable to amend the Order of Declaration of the above road at this juncture.

2. You may advise the District Building and Town Planning Commission, Samaria, that I have no objections to the provision in the Town Planning Scheme for Anabts Village, a width of 20 metres for the section of Deir Sheraf - Tulkarm road falling within the Town Planning Area of this Village.

3. Please inform me as soon as the above scheme has come into force so that I may take appropriate action in connection with the exclusion of the section of road concerned from the provision of the Roads (Width & Alignment) Ordinance.

(Sgd) R. F. B. Crook

ACTING DIRECTOR OF PUBLIC WORKS

Q/1A.

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Rds (W. & A) Act. —
Dev Shant - Tulkarm Road
in Anabta village

64

①
Genab's 326/1 of 10.10.47

② on ①

Am
20/10

③ DPW.

I have learned from the
TPA's office that there is no Town
Planning Scheme for Anabta village
has been approved as yet. Such a
scheme is now under preparation.

2. It is considered inadvisable
to amend the Order of declaration of
the Dev Shant - Tulkarm road before
the Town Planning Scheme for Anabta village
has passed through all legal stages,
viz. published and deposited, objections
therein received, finally approved and
has come into force.

3. When the said T.P. scheme is
enacted, there would be no objection
to exclude the section of declared road
falling within this T.P. Area from
the provisions of the Rds (W. & A) Act.

4. Draft letter to Genab is attached, please

ST
17/10

Letter approved
M 17/10

TWP/2819.

Jerusalem
XXVII-P.W. Recurrent
Messrs Elischer and Hazen,
P.O. B. 47, Jerusalem.
12-Minist. of Roads and
Bridges.

Hebron-Beerseba road. K. 70-72
Job No. 730.

30.12.40 Rails 7 cms long. 3 lbs. 0.080 0 240

As per attached Invoice and T.P.O.
No. JMS/1750 of 24.12.40.

Two hundred and forty rails

F.V. 1120 of 9.10.40. 0 240

17.1.41.

DISTRICT ENGINEER
JERUSALEM DISTRICT

GOVERNMENT OF PALESTINE

PUBLIC WORKS DEPARTMENT
NABLUS.

IN REPLY PLEASE QUOTE

No. 326/1

② CSE
*Draft letter to Govt please
for de-gazetting from 30M
& re-gazetting to 20M*

10th. October, 1947

Director of Public Works.

Amby
14/10/47D.P.W
CSE
JZ

CENTRAL REGISTRY

File No. 9/48

13 OCT 1947

Jerusalem

Subject:- Roads Width and Alignment Ordinance -
Deir Sheraf-Tulkarm-Ra'anana Road in
Anabta Village.

Ref:- Your 9/48 of 23.9.47.

There are no strong reasons to withhold curtailing the width of above road to 20.00 m. This reduction in scheduled width of road should be effective within the town planning scheme i.e. between Kms. 84.350 and 85.730 of above road, as per attached print of drawing No. N/1128 of 26.9.47.

2. a) The recommendation of the District Building and Town planning Commission in its meeting held on 14.8.47 was:-

③ Attached

④ Mr. Barkham: " It was resolved to accede to the request of the President of the Local Council, of Anabta subject to the receipt of confirmation from the District Engineer that the D.P.W. had no objection."

Please register
insurance.

- 19/10 b) Plan No. N/1128 is attached.
c) I have no objections.

P.T.O.

Rammon
DISTRICT ENGINEER
NABLUS DISTRICT

U.S. DEPARTMENT OF JUSTICE
DRAWING REGISTRY
DRAWING NO. R/1738
DATE RECEIVED 30.10.47.

8/11/18

9/48

62

23rd September 1947.

District Engineer,
Nablus District.

Subject : Roads (Width and Alignment)
Ordinance. Deir Sharaf-Tulkarm-
Raanana Road in Anabta Village.
Reference: Your 220/2 of 11.9.1947.

If the District Town Planning Commission is of the opinion that it is desirable to limit the reserved width of the above road to 20 M through Anabta, I am prepared to consider forwarding such a recommendation to Government with a request to amend the order regarding this road in Palestine Gazette No.575 to exclude the length of road within Anabta, provided that there are no strong reasons against such a recommendation.

2. Before I can forward such a recommendation to Government, however, I wish to see:-

- (a) The District Town Planning Commission's recommendation.
- (b) A plan showing precisely the length of road to be excluded from the provisions of the Roads (Width & Alignment) Ordinance.
- (c) Any possible objections to this proposal which you see either from engineering, road safety or other considerations.

(Sd/-) R. F. B. Crane

AG. DIRECTOR OF PUBLIC WORKS.

8x/p

1945 December 14

Mr. J. Edgar Hoover
Federal Bureau of Investigation

Dear Mr. Hoover:
I am writing to you in regard to the
information that you have received
regarding the activities of the
American People's Party.

At the present time, I believe that the
only person who is in a position to limit the
activities of the American People's Party is
the Federal Bureau of Investigation. I am
writing to you in order to request that you
continue to keep me advised of any
information that you receive regarding the
activities of the American People's Party.

I am, of course, very grateful for the
information that you have provided me with.

I am, of course, very grateful for the
information that you have provided me with.

I am, of course, very grateful for the
information that you have provided me with.
I am, of course, very grateful for the
information that you have provided me with.
I am, of course, very grateful for the
information that you have provided me with.

Very truly yours,

W. J. R. R. R.

9/48

Spare

23rd September 1947.

District Engineer,
Nablus District.

Subject : Roads (Width and Alignment)
Ordinance. Deir Sharaf-Tulkarm-
Raanana Road in Anabta Village.
Reference: Your 220/2 of 11.9.1947.

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2. Before I can forward such a recommendation to Government, however, I wish to see:-

- (a) The District Town Planning Commission's recommendation.
- (b) A plan showing precisely the length of road to be excluded from the provisions of the Roads (Width & Alignment) Ordinance.
- (c) Any possible objections to this proposal which you see either from engineering, road safety or other considerations.

(Sgd.) R. F. B. Crook

AG. DIRECTOR OF PUBLIC WORKS.

ANEETA. Roads N&A order.

GPP. 7668-50,000-21-2-39

Mr. TOESTER.

Dnab's 220/24 22 August 1947

(2) on (1)

(3)

Roadway at ANABTA.

1. Dnab 'placed this morning' asking for a reply to his letter 220/2 of 22.8.47. The District Commissioner requires a decision by Monday 22.9.47.
2. D.P.W. will not give his approval to the proposal to make the width of the roadway through the village 20 metres instead of 30 metres until he has seen the letter under reference in para 1, together with the ruling given in the precedent quoted (QALQILYA)
3. Please arrange for D.P.W. to have this information first thing on Monday morning (22.9.47)

by 20/9.

(4)

C.S.E

(Mr. Toister)

- As spoken. Phone Dnab for layout plan showing clearly
- (a) Anabta Planning Area
 - (b) Length of road to be curtailed to 20M width.

2. Pl. put up similar applications for the villages of Ramallah & Bireh, and Birjannina
3. Why the delay in dealing with this matter?

Rmb

22.9.47

(5)

D.P.W.Rmb
23/9

Dnab. has been informed as in para 1 of (4).

2. Re para 2 of (4) please see Fol. 61, 70, 130, 134, 136 flagged in 9/63 vol. 5 attached. The Zichron can. has not yet been finalized as the T.P. scheme has not been finally approved as yet. Fol 127 in 9/160 refers.

(P.T.O.)

3. the delay in dealing with this matter is regretted please

23.9/47

GOVERNMENT OF PALESTINE

Public Works Department
Nablus.

No. 220/2 11th September, 1947

Director of Public Works.

Subject:- Deir Sharaf-'Anabta-Tulkarm Road.

Ref'nce:- My 220/2 of 22.8.47,

May I be informed how
this matter now stands,
please.

CENTRAL REC.

File No. 9/48

17 SEP 1947

P.W.D. H. Qrs. Jerusalem

DISTRICT ENGINEER
NABLUS DISTRICT

REPLIED

Copy to file 326/1

Mr. Kalisky

you are dealing
with this

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19/9

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...died... on...
...of...

DAVID H. HARRIS

GOVERNMENT OF PALESTINE

59

PUBLIC WORKS DEPARTMENT
NABLUS.

No. 220/2.

Mr. Halik 22nd August, 1947.

Director of Public Works.

ST CSE.
25/8
C.H.

Subject :- Deir Sharaf-'Anabta-Tulkarm Road.

Reference :- Road Width and Alignment.

The Local Council of 'Anabta has submitted an application to the District Town Planning Commission, asking that the section of the above stated road within the Regional Planning Area of 'Anabta Village be 20 metres wide in lieu of 30, as declared in Official Gazette No. 575 of 12.3.36.

2. The reason given is that the land abutting the road on the south-western side is varying in depth below the surface of road by 50 - 200 cms., while that on the other side is mostly built up to within seven metres from the centre line of the road.

3. The P.H.D. representative and the Regional Engineer, who are also very much in favour of this, have stated that these low lands are being used by the inhabitants as thrashing floors, and being in the centre of the village are unhygienic. Furthermore, they said that if the road is kept as aligned, i.e. 30 metres wide, plots would not be large enough in area, according to Town Planning Regulations, to be used for building purposes, specially considering that a wadi with a great flow in winter bounds the other side of these plots.

4. I have ~~been~~ given provisional approval pending your instructions.

5. Please advise.

REMINDED 60

CENTRAL REGISTRY
File No. 9/48
24 AUG 1947
P.W.D. H. Q. Jerusalem

Ramnes
DISTRICT ENGINEER
NABLUS DISTRICT

Copy to :- File No. 326/1.

/SH.

22

RECEIVED 1948-08-12

100-100000-100000
100-100000-100000
100-100000-100000

Department of Public Works

Subject: - Date Street-Maple-Union Road
Reference: - Road 1000 and 1100000

The local Council of America has submitted an application to the District Town Planning Committee for a plan for the extension of the above road within the National Planning Area of America. The plan is in the form of a map and is numbered in the District Council No. 1000 of 1000-300.

The road is shown in the plan as a road which runs from the south-east side of the road in the north-east corner of the road by No. 1000 and 1100000. The road is shown as a road which runs from the south-east side of the road in the north-east corner of the road by No. 1000 and 1100000.

The plan is a map of the road which runs from the south-east side of the road in the north-east corner of the road by No. 1000 and 1100000. The plan is a map of the road which runs from the south-east side of the road in the north-east corner of the road by No. 1000 and 1100000. The plan is a map of the road which runs from the south-east side of the road in the north-east corner of the road by No. 1000 and 1100000.

1. It is recommended that the plan be approved.

It is recommended that the plan be approved.

Handwritten signature

100-100000-100000
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Stamp: CARD INDEXED 100000
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219/1

P.W.D. Nablus

Director of Public Works,

30th October, 1946.

Subject : Notes of Inspection by Acting
Deputy D.P.W. on 15 - 16.10.46.

Reference: Your 15/1/3 of 22.10.46.

The clearing of side drains on the following roads has now been completed :-

- a) Jerusalem Nablus road Km.39 - 46.
- b) Nablus-Deir Sharaf-Anabta Rd. Km.46-85,
- c) Deir-Sharaf-Jenin Road Km.75 - 85.
- d) Nablus Jenin Road Km.106 - 107.

2. The building up of the retaining wall on the west side of Jenin Nablus road at Km.106-107 is now in hand.

Original in 15/1/3.

Sgd. N. Bulos

Copy for 9/48.

DISTRICT ENGINEER
NABLUS DISTRICT.

Copy to: Foremen, Jenin, who is requested to expedite the completion of the Retaining Walls.
" " File No.326/3.

B 4164

7/5/1874

19

4-30-20.

2/1/2
1917

collected 13/5/92

44/13-S. 420

Signature _____
Office _____
Date _____

NOTE:—To be prepared in quadruplicate.

GOVERNMENT OF PALESTINE

PUBLIC WORKS DEPARTMENT

1st December 1944.

No. 2/2/3

/Director of Public Works.

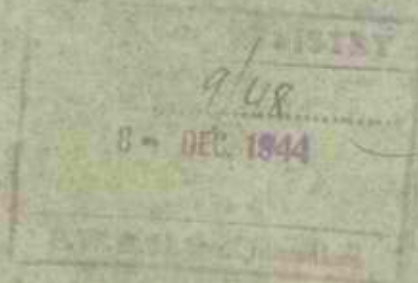
Subject:- Damage to T. & T. Plant.

Reference:- Your 9/48 of 2.11.44.

The damage to above mentioned was caused at Ramine quarry through blasting operations. A fragment of rock hit the telephone wires and caused the reported damage.

Distance of quarry from telephone wires is between 50 Y to 80 Y.

For your information please.



[Signature]
CHIEF ENGINEER
PUBLIC WORKS DEPARTMENT

991/13.

GOVERNMENT OF PALESTINE

56

PUBLIC WORKS DEPARTMENT
JERUSALEM

No. 9/48

21st November, 1944.

Subject: Damage to P. & T. Plant.

Reference: 9/48 of 26.10.44.

Actg.

2.11

55

The Director of Public Works presents his compliments to District Engineer,
Nablus District,
and requests that a reply may be sent to his communication under reference.

Ref. No. P.T.2/3/4/9.

General Post Office,

Telegrams:

Jerusalem.

Postgen, Jerusalem.

26th October, 1944

①

Director,
Department of Public Works,

~~HEA~~
7

Subject :- Damage to P. & T. Plant.

I have to inform you, that damage was caused to this Department's plant on the Nablus-Tulkarm route, on the 8th October, 1944 by a P.W.D. working party under the control of Mr. Fahed Abdul Ghani.

2. The cost of making good the damage amounted to £ 3.420 mils and will be claimed in the monthly account.

C.C. ② This does not appear to concern C.E.M. in any way. J.B. 27/10

Domackay
POSTMASTER GENERAL.

③
DPW

CENTRAL REGISTRY
File No. 9/48
27. OCT. 1944
P.W.D. Jerusalem

④
Au F. (4)
Linch.
Copy to
inf and

mr. pl.

nm

30/10

P.T.O

DISTRICT ENGINEER

Web. DISTRICT

9/48

Date 2-11-44

This document is sent to you by
C. P. W. for info. & report.

Your/my _____ of _____ refers

REMINDED

REPLIED

f 56
f 57

20

Entered in "On Book" by
Entered in "Index" by

CARD INDEXED UNDER

PUBLIC WORKS DEPT.,

NABLUS.

No. 9/2/23.

10th March, 1944.

Actg. Dist. Commissioner, Tulkarm.Sub:- Bala's Road.

Ref:- Your TUL.92/48-65

9/48.

11th February, 1944.

5 MAR 1944

My Foreman at Tulkarm was instructed to give you any assistance and advise in connection with the repairs to the above mentioned Rd.

2. I would like to draw your attention to the undercutting of the Irish Bridge at the beginning of the road during the recent floods.

3. To avoid any risk of having the Irish Bridge demolished, it would be necessary while repairing the rest of the road to place boulders at the down stream side, filled on top with concrete (size 10M x 2M approx).

52
DISTRICT ENGINEER

NABLUS DISTRICT

✓ Copy to:-

A/D.P.W., Jer'lem, ref. his
9/48 dated 2nd March, 1944.

Foreman, Tulkarm.

72/HZ.

Mr. J. J. N. HOLMES
he is in charge of
the work

Handwritten signature
Handwritten initials

CARD INDEXED UNDER

PUBLIC WORKS DEPARTMENT
JERUSALEM

9/48

53

2nd March, 1944.

District Engineer,
Nablus District.

Subject : Nablus Tulkarm Road.
Km.88.

Near Km.88 on the above road
a track leads off to the north
and on this track is an Irish bridge
the lower side of which has been
under cut during the recent floods.
I do not know whether this track
is one for which this department
is responsible, but if it is one
maintained either by you or the
District Administration then steps
should be taken by you or the
District Commissioner to repair
the damage done, otherwise there
appears to be a risk that the
whole of the Irish bridge may be
demolished.

(Sgd.) H. C. H. JONES

ACTING DIRECTOR OF PUBLIC WORKS

S2.

DEFERRED

54

log to 24/48
9/4.

COPY
REGISTERED.

9/162.

27th May, 1943.

District Engineer,
Nablus District.

Subject : Survey of Bridges.
Reference: Bridge Book for Deir Sharaf -
Tulkarm - Khirbet Beit Lid Road.

I have in hand the preparation of
"Bridge Books", as per attached sample for
the road under reference, for all surveyed
routes.

2. Please have the sheets checked and
add any additional information which you may
have and which may be of interest, and
mark all such additions and/or alterations
on the margin of the sheets.

3. Then return the file to me together
with any further comments.

Sgd. H.W. Begbie

f. Actg. DIRECTOR OF PUBLIC WORKS

Copy to 9/48. ✓
9/97.

2.

GOVERNMENT OF PALESTINE.

RECEIPT VOUCHER

(Unallocated Stores)

No. 19658

I certify that I have received into Store and taken on ledger charge the undermentioned articles:—

10000-100 B.A.S.O.P.

Ledger Folio	Article	Quantity	Rate	Value	From whom received (Voucher or other reference to be quoted)
1175	Linen and Towel	1	3908	3908	Cinema Receipts
					Index No. 117
					881/538

Date 1-8-31 Signature

NOTE:— To be prepared in duplicate. Storekeeper E. J. Morris Dept.

Extract from
Notes of Inspection
by A.D.(2)
on 12.1.1943.

B. Habbus - Talkarm Road.

3) Km.74.5. Retaining wall along side the road, to protect the embankment against floods, has been under scoured, and repair works are in hand. It will be a good thing if the work can be completed before further floods come down the wadi. Demab is pushing on as hard as he can with the work.

4) Km.83. A retaining wall, which in actual fact was merely the usual 1 stone thick plaster on a earth embankment has collapsed and repair works are in hand, a proper retaining wall now being erected.

File in 9/48.

shall be identical with the said rate of

discount provided that in no case shall the
deduction in respect of interest exceed

the amount due to the company in respect
of estimated profits nor shall the sum

payable to the company under this sub-clause
exceed 50 per cent of the issued capital

of the company.

(c) The High Commissioner shall also pay
to the company adequate compensation for

installations and repairs (other than repairs
required for ordinary wear and tear) effected
during the 15 years immediately preceding

the said purchase in so far as the payment
or reimbursement for such installations and

24/48.

October, 31st, 1942.

Chairman,
Soil Conservation Board.

Subject :- Jerusalem - Nablus Road.

During the recent rains much soil has been washed off hill sides on to roads and into drains and culverts and the following extracts from a report by the District Engineer, Nablus may be of interest to you.

"Between Km. 39 and Km. 96 on the Jerusalem-Nablus-Tulkarm road there was 40 approx. mud and debris runs across the road.

This nearly always happens to a less or greater extent if the first rains are heavy rains. This is due to a relatively thin heavy wet top layer of the ground getting wet and being rushed off by the force of water from the dry powdery strata underneath with which it has inadequate cohesion to hold it in place.

All this debris containing a high proportion of stones rushes down the hillside, and blocks up road ditches and culverts and when once these ditches and culverts are so blocked all further debris has no other choice but to run across the roads.

Culverts which are quite adequate for water run off only are found to be quite inadequate for 'stone and debris run off'. To design culverts to cope with debris run off could in my opinion be quite uneconomic. Moreover it would also be almost impossible to design such culverts because once they started to get choked they would continue to get choked so long as the rain continued, irrespective as to whether the rain was in the nature of a tropical storm or whether it was just normal heavy rain. I doubt whether 'debris run off' could be treated as an hydraulic phenomenon at all. It therefore follows that the good work of maintenance men done throughout the year may be rendered completely useless if the first rain is really heavy. Of course these arguments hardly, if ever, apply to large culverts and bridges across Wadis because the proportion of water to debris is so much higher than on hillside.

In conclusion it is my opinion that drain and culverts which in this storm (17th instant) were too small are able to cope with larger volumes of water provided rain is falling on ground previously made and remaining damp to an appreciable depth (say 30 - 40 cms). A far smaller amount of debris is then washed off in spite of the water run off being the same or even greater than recently occurred.

I think it will be agreed that more damage can be expected from heavy storms following long dry spells than from heavy rains after dry spells than from heavy storms of equal magnitude following comparatively wet spells.

The only cure in my opinion for preventing damage to roads from heavy rains after dry spells is to prevent erosion by adequate terracing of hill country.

The sea is distinctly coloured brown near the coast after the first heavy rains while in January where the storms are more frequent the brown colouration of the sea is far less apparent".

Sgd. H. C. E. Jones.
f. Actg. DIRECTOR OF PUBLIC WORKS.

Copy to: 3/25.
9/48
24/73.

6 copies

No. 389

(To be submitted separately by leading Department)

To whom transferred *Sgt. Charles Henry* Station *Base*
To provide for necessary services during *1932-1933* (*25 Aug 31*)
10547-20000-RI, P.

Item	Head and Sub-Head of Expenditure	Amount	L.P.	mils.
XVII	Disbursement			
11	Maintenance of Roadways	15		
	Bridges			
	(			
	Red 3 1/2 from 21/4/14 of a. v. s. r.			
	to add money to budget and from			
	are			
	Total L.P.			

I CERTIFY that the above amounts have been transferred from Financial Allocation No. 11809-116/52
 11809-116/52
 issued in respect of the current financial year to _____
 Station _____, and that the officer from whom transferred has reported that the amount has been duly recorded in his Vote Book.

Date 14-10-32

Note:— (1) A copy of this Financial Allocation must be sent to the Treasurer, to the Sub-Accountant at the Station from which transferred and to the Sub-Accountant at the Station to which transferred.

(3) Transfer Allocations will be numbered in like manner as an original allocation. A separate series of numbers must not be adopted.

30.10.1942

D.P.W.

Petitioner: Mahmoud el Habesh.

In July last, I supplied stones to ~~Dannaba~~ Bridge on Tulkarm-Anabta Road.

I submitted an invoice in August for the sum of LP.4.500 mils to the District Engineer, Nablus District, but up to this date I have not received anything.

Before 20 days I wrote a letter to the District Engineer Nablus requesting payment of the above sum to be paid to my son Memduh El Habesh in Tulkarm, as I am intending to proceed to Hijaz on pilgrimage, and I request you to put up an end to this matter.

Sgd. Thumbprint

Mahmoud El Habesh.

Annals
copy for inf and action
direct with minister.

3/11

9/4

Order No. S/196

LOCAL PURCHASE ORDER.

GOVERNMENT OF PALESTINE.

To Messrs. Eliachar & Hazan
P.O.B. 47 Jerusalem

5-7-33

193

Please supply the undermentioned articles:—

Description	No.	Quantity	Weight or Measurement	Rate	Amount		Head and Sub-Head of Expenditure
					L.P.	M.B.	

Turnbuckle
Nails 4"
Resin
Paddocks
Chain

1 each
5 kgs
2 each
2 each
2 mtr

020
040
050
020

250
100
080
100
040
570

Well No.3

XXX-80

(Five hundred and seventy mls)

Station Jerusalem

Signature

DIRECTOR OF PWD

Designation

Head of Dept.

NOTE:— (1) To be prepared in triplicate.
(2) Delivery instructions to be shown in foot note.

حفظه من يدك دائرة الاستقبال العام بالقدس المحترم

المستشار محمود الحبشي

سيد كنت بالشهر السابع من السنة الحالية قدما اجبا الى جسر دنابيه طريقه طولكم عينا وخدمة بهرام خانوره
من الشهر الثامن ولحد الان لم بدفعوا ثمنهم البالغ اربعه جنيهات ونصف بموجب امر من يدك دائرة استقبال نابلس...
وهمه يتحركوا الى القدس بنابلس بهت الخوف من عشرين يوم وطلبت منهم بأن يدفعوا لي المبلغ فلم يردوا على جواب ولا على رائي
جائكم احيانا بأن تأمر بدفع المبلغ الى القدس مدد في الحبس بطولكم حيث مراد السفر الى بلاد الحجاز لأجل فريضة الحج...
واجوب لا تخو من المراجعة المحلة الايجاسه التزمه هم وبالحق اقيموا فاني احترم سيد

خادمكم الطيع

اشارة محمود الحبشي

CENTRAL REGISTRY	
File No.	9/48
4 - NOV. 1942	
P.W.D. H. Qra. Jerusalem	

٤٢ / ١٠ / ٤٢

Danab

DISTRICT ENGINEER

HABLUO DISTRICT

No. 9/48

Date 5.11.42

This document is sent to you by
D. F. W. for information and action
direct with writer

Your/my

19 April 1968
my

9/162

18th September, 1942.

48

District Engineer,
Nablus District.

Subject : Survey of Bridges.

Reference: Your 2/2/3 of 12.9.1942. — 47

Unless the matter is urgent and having regard to the amount of work you now have in hand, I do not think the slab need be constructed at the present time. It is agreed, however, that it should be undertaken as soon as you are in a position to do so. Please proceed accordingly.

Sgd. H.C.H. Jones

for Axtg. DIRECTOR OF PUBLIC WORKS.

Copy to: 9/48. ✓

5.

GOVERNMENT OF PALESTINE.

F. 5

ORIGINAL
DUPLICATE

OTHER CHARGES VOUCHER.

No. _____

(To be inserted by
Auditor-Accountant.)District or Station JerusalemHead of Estimates XXVII - 1 P.W. Recurrent Sub-Head Maintenance of W.Dr. to I. Melamede C.G. Imp. a/c and E.L. PlantJerusalem

2045-72006-90.4 22 P.F.

Date	Detailed description of Service or Article	Quantity	Rate	Amounts	
				LP.	mils
	Recoupment of expenses met from imprest :-				
7.2.33	Trowel as per L.P.O. S/744	Rec. 14		-	140
8.2.33	Piston rings for R.H. engine 6 $\frac{1}{2}$ H.P. as per L.P.O. S/725	Rec. 20		-	990
9.2.33	Line connect/ors as per L.P.O. S/821	" 53		-	100

2/2/3

12th September, 1942.

47

Actg. Director of Public Works.

Subject : Survey of Bridges - Km. 81.270,
Deir Sharaf-Tulkarm Road.

There is a stone masonry culvert of 60 cms.
span at Km. 81.270 of Deir Sharaf-Tulkarm Road
which has 4 of its stone slab covers broken.

2. I propose to replace the whole of the stone
covers by a reinforced concrete slab.

3. Do you approve to put the work in hand,
please ?

Sgt. E.J.N. Holder

DISTRICT ENGINEER
NABLUH DISTRICT.

5.

REPLIED

f 48

Original in 9/162.

Copy for 9/48.

[Only necessary when pages are numbered]

Date _____ 198

Signature of Investor

2. Received the _____ day of _____

Signature _____ Title _____

Date _____

1. I certify that the above amount is correct and was incurred under the authority quoted, and that the ^{price} charged ^{is} according to ^{the} ^{contract} or fair and reasonable, and that the payment will not cause an

Authority	P.A. 373 of 18.10.32	Total	1	230
(One Palestine pound and 230 mls)				

(Copy)

P.O. BOX, JERUSALEM

9/152.

22nd August, 1942.

District Engineer,
Nablus District.

Subject : Military Road Programme
Routes for heavy vehicles.

Reference : Your 8/2/3 of 13.8.42.

This work should be put in hand and the expenditure incurred charged to "Advances Military - Routes for Heavy Vehicles".

You will show this on your statement 'B' (My 34/43 of 26.6.1942 refers).

Sgd. W.R. Price
for Asst. DIRECTOR OF PUBLIC WORKS.

Copy to: 9/48. ✓
14.

Nablus

Sir E. Kad. Bequest
Engineer In Charge, Nablus Dist

Miscellaneous

Water Supply B

31.5.30 Transporting of Iron, as per
attached bill for

(Only Six hundred Mils)

GOVERNMENT OF PALESTINE

47

PUBLIC WORKS DEPARTMENT,
NABLUS.No. 2423

16th August, 1942.

Actg. Director of Public Works.

Replied - 9/162 of 22.8.42

332

Subject :- Military Road
Programme - Route
for Heavy Vehicles.Reference:- Your 9/162 of
28th July, 1942.

With reference to your
sub-para b, I enclose a print
N/817 of 11.8.42 showing the
proposals as briefly discussed
on site (Messrs. Jones, Twenty-
man and Holder on 3.8.42).

2. The detailed estimate is
attached.

3. Please instruct whether
the work should be put in hand
and to what the cost should be
charged.

CENTRAL REGISTRY

File No.

9/48.

19. AUG. 1942

DISTRICT ENGINEER
NABLUS DISTRICT

P.W.D. 5/EG

Jerusa

RECEIVED BY THE DIRECTOR

RECEIVED BY THE DIRECTOR
JULY 1944

RECEIVED BY THE DIRECTOR

RECEIVED BY THE DIRECTOR

RECEIVED BY THE DIRECTOR

RECEIVED BY THE DIRECTOR

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RECEIVED BY THE DIRECTOR

RECEIVED BY THE DIRECTOR

RECEIVED BY THE DIRECTOR

CARD INDEXED UNDER

GFP. 10436—10303—13.5.43

PTO

9/48

P.W.D. JERUSALEM

12th June, 1942. 45

Suleiman Abdul Pattah
Eff. Muhammad,
Beit Iba.

Sir, 42

In reply to your letter regarding a claim for damage in respect of land alleged to have been lost to you, I have nothing to add to the letter sent to you by the District Engineer, Nablus No. 2/1/11/1 of 21.1.1939.

I have the honour to be,
sir,
Your obedient servant.

Sgd. H. C. H. Jones

Actg. DIRECTOR OF PUBLIC WORKS.

Copy to: District Engineer,
Nablus District.

1.7.1900

1.7.1900

1.7.1900

1.7.1900

1.7.1900

In reply to your letter of the 1st inst. I have the pleasure to inform you that the same has been forwarded to the proper authorities for their consideration. I am, Sir, very respectfully,
Yours obedient servant,
J. H. [Signature]

I have the pleasure to inform you that the same has been forwarded to the proper authorities for their consideration. I am, Sir, very respectfully,
Yours obedient servant,
J. H. [Signature]

1.7.1900

1.7.1900

1.7.1900

GOVERNMENT OF PALESTINE

NO. ~~152~~ 2/11/1

*No P.P. available
Pls. 5/6.*

PUBLIC WORKS DEPARTMENT,
NABLUS.

Actg. Director of Public Works.

3rd June, 1942.

Subject :- Claim for Compensation for Land.

Reference :- Attached petition from Suleiman
Abdul Fattah Muhammad of Beit Iba
Village dated 25.5.42 addressed
to you through me.

CENTRAL REGISTRY
File No. 9/48
8 JUN 1942
2/1/11/1 of 21.1.39 to which claimant refers - copy enclosed.
P.W.D. H. Qra. Jerusalem

I have nothing to add to my letter No.
2/1/11/1 of 21.1.39 to which claimant refers - copy
enclosed.

DEALT WITH

DISTRICT ENGINEER
NABLUS DISTRICT

Entered at "Reply" by _____

Entered in "In Book" by  _____

by _____

C O P Y

TRANSLATION.

43

Director of Public Works, J'lem.,
through District Engineer, Nablus.

Subject :- Claim for compensation
of land in which you
originated a water
course.

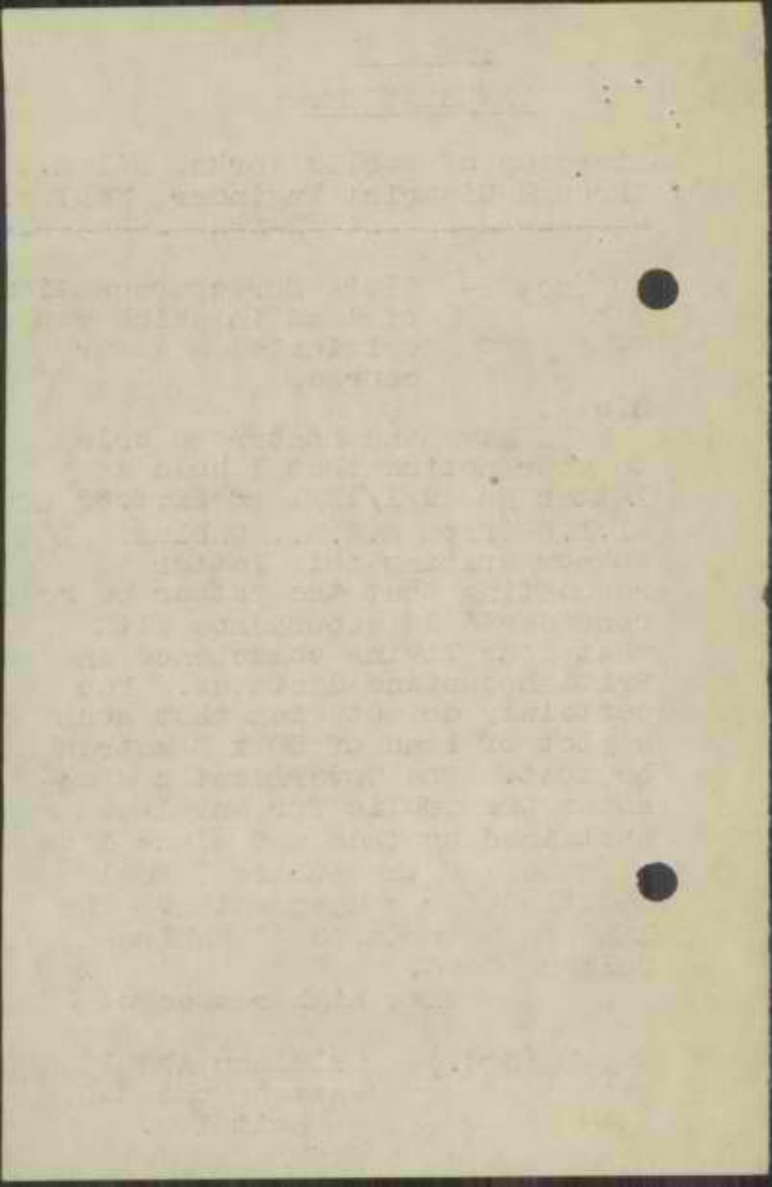
Sir,

I have the honour to bring
to your notice that I hold a
letter No. 2/1/11/1 of 21.1.39 of
21.1.39 from P.W.D., Nablus. I
am now writing this letter
requesting that the matter be re-
considered in accordance with
what your living conscience and
British justice dictates. You
certainly do not wish that such
a plot of land of 50 x 2 metres
be lost. The Government compen-
sates the public for any loss
sustained by them and since I am
member of the public I feel
entitled for compensation. The
land is near Km.73 of Nablus-
Tulkarm Road.

With high respects.

(Sgd.) Suleiman Abdul
Fattah Muhammad,
Beit Iba.

W.H.



C O P Y

42

No. 2/1/11/1.

21st January, 1939.

Mr. Suleiman 'Abdul Fattah,
Policeman No.730,
Jenin.

Sir,

In reply to your letter dated 13.1.39 in respect of your land near Km.73, Nablus-Tulkarm Road, I regret to inform you that no compensation is payable in respect of your claim as the water channel (an old wady) was blocked through storm damage and was only cleaned out by the Public Works Department.

I have the honour to be,
Sir,
Your obedient servant,

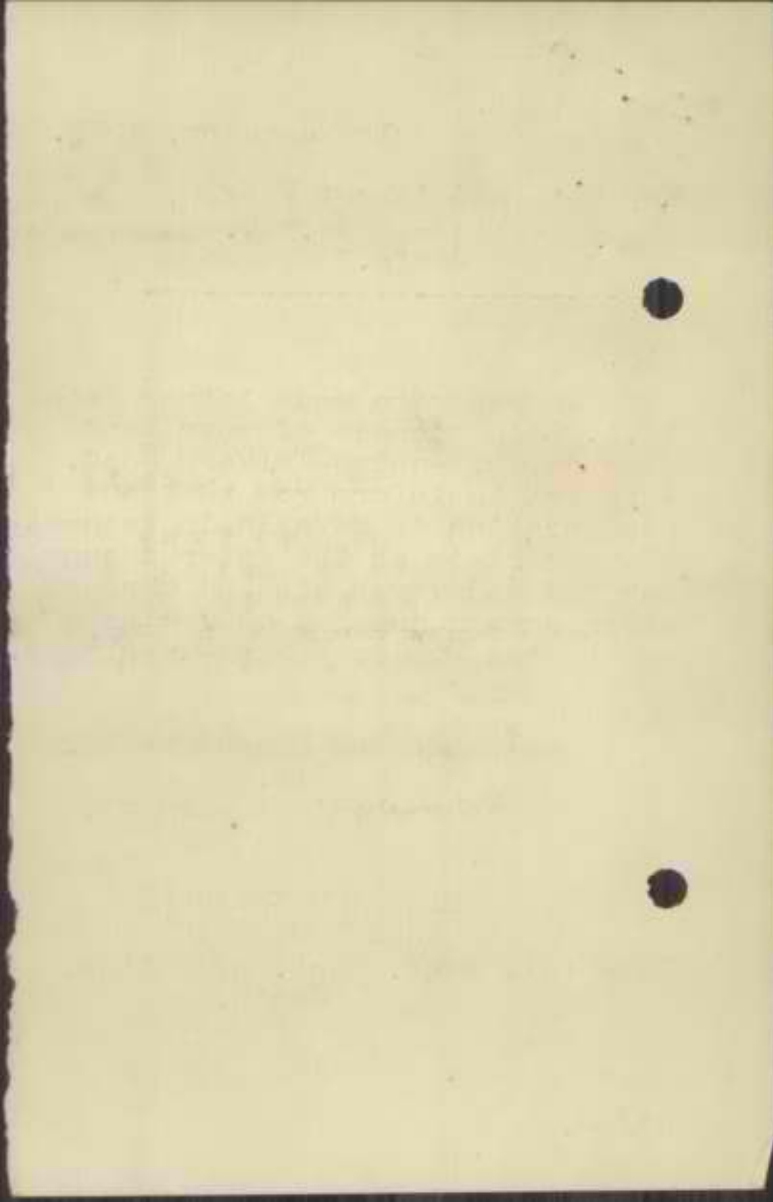
DISTRICT ENGINEER
NABLUS DISTRICT

Copy to:- Asst. Supt. of Police,
Jenin.

REFERRED TO

45

61/SH.



42A

Extract from the
NOTES OF INSPECTION BY A.D. (2)
ON 4.5.1942.

File in 9/48.

D. Nablus - Tulkarm Road.

9. Strengthening of bridge at Km.81 in hand. This bridge is peculiar because the slope is 1 m. below level and space which could be used as water way, were the slope in its proper position, is now block^{ed} by filling. Consideration should be given to removing the old slope and building a new one as soon as possible. This would help to obviate the flooding which occurs at this point of the road.

9/162.

23th April, 1942.

41

District Engineer,
Nablus District.

Subject : Survey of Bridges Route
Deir-Sharaf-Tulkarn.

On the occasion of the inspection of the above mentioned route, it was found that the foundations at the bridge of KM.80/2 (span 2.00 M) are in a dangerous state.

2. Please investigate and report.

Sgd. H.C.H. Jones

f. DIRECTOR OF PUBLIC WORKS

Copy to: 9/48. ✓

2.

JW/276

GOVERNMENT OF PALESTINE

RECEIPT VOUCHER.

SUB-HEAD

(The above spaces are to be filled in by the Sub-Ac-

To the Sub-Accountant
Station, Jerusalem

Please receive the sum of Twenty seven

Creditable to: Deposits - De-
Dahoud Abdallah - Deposit on
for conversation of Tammam
at the Police Training School

Description
of
payment.

L.P. 27.000
mils

Signature
Mark of Pay
Witness to

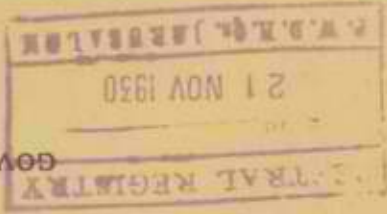
Date 20.11.30. 19

NOTE:- The person making this payment is to be given a receipt and requested to sign the counterfoil in the book.

Cash Receipt
and attached
reference.

COPY to D.P.W.

14378-250,000-S.O.P.



AD2/

Hallas - Latham Rd

9/48

400

C & SE.

Turgur

Wm

13/3/42

Since my previous report I have been unable to collect much more reliable data regarding flood conditions in Palestine. The data regarding bridges ~~is~~ ^{is} kept in the office is insufficient for my present purposes. He arrived at.

cc -

Pg. file

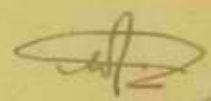
12/6

Certainly no general formula is applicable to Palestine & each case must be taken on its individual merits. It is shown that the same formula cannot apply to such places as Anatta which has a bed slope of 1.5% ; the 97.5 on the same road with a slope of .8% ; Wady Surar which has a flat flood plain & a slope of .55% & Lybna which has a flood plain two kilometers wide & a slope varying from 3% to .2%.

In general as a rough approximation Salt varies between .22 & .25 in a well defined waterway.

The flood at Anatta was however abnormal & Salt was the approximately .30. It is desirable that provision should be made for such rare floods.

(Recently embankments have been made too low - probably near bridge openings. It is recommended that when time & money allows ~~this~~, the practice should be discontinued)



26/3/42

Note:-

I am continuing work at home in an endeavour to find a suitable formula and shall be grateful if I may be kept informed of any information received by the office from the Palestine Railways, the District Engineer or the Irrigation Officer.



ORIGINAL

DUPLICATE

No. _____
(To be inserted by
Sub-Accountant.)

OTHER CHARGES VOUCHER.

Jerusalem

District or Station

Special Unallocated Stores

Sub-Head

Government Stone Quarry

L. Stoves, P.O. B. 232 Jerusalem.

Dr. to

1927-300000-20. P.

Date	Detailed description of Service or Article	Quantity	Rate	Amounts	
				£P.	mils

Quarry Hammer 4 Kg.	8	320	2	560
---------------------	---	-----	---	-----

(Two pounds and 56) mils)

L.P.O. 38/Q of 28.4.30 attached

Brought on Ledger charge

R.V. 56 of 26.5.30 refers.

Authority	Total	2	560
-----------	-------	---	-----

1. I certify that the above amount is correct and that the charges are fair and reasonable, and that the same have been paid by me to the persons entitled thereto.

Date 27.5.30

Signature

Head of Department

Title

Construction Engineer

For Director of Public Works

2. Received the

day of

192

in payment of the above account the sum of

Signature of Receiver.

2a. I certify that the same indicated above have been paid by me to the persons entitled thereto.

Signature of Witness to payment, Seals and Marks.

Signature of paying Officer.

(Only necessary when payment is by cheque)

Date

192

A.C.
Pl examine comments

20/10

Gen. 12

file
12.6.42

GOVERNMENT OF PALESTINE
CENTRAL REGISTRY

IN REPLY PLEASE QUOTE

No. 2/2/3

File No. 9/48
18 OCT 1941

PUBLIC WORKS DEPARTMENT
NABLUS.

16 October, 1941.

Director of Public Works,

P.W.D. H. Qrs. Jerusalem

AD(2)

Subject :- Nablus-Tulkarm Road
Reference :- Your 9/48 of 28.6.41.

I have given further consideration of the cross-sectional area of waterway required for a bridge at Km.85.440, but I cannot reconcile my observations with the calculated area (Talbot's formulae) of 108 M2 nett opening for the proposed Bridge at 'Anabta. It would appear that C (constant) should be .219 instead of .50. My reasons for thinking this are as follows:

- (a) The effective cross-sectional waterway area of a railway bridge on the Tulkarm-Nablus branch line (H.R.) at a point north of Km.93.500 on Nablus-Tulkarm Road is 55 M2, and during the flood reported on in my 2/1/11 of 16.4.41, this bridge proved itself to be adequate (in spite of its being wrongly designed - it should have been built as a skew bridge). The average slope of the wadi bed in vicinity of this bridge is 1.18%. The catchment area that this bridge serves is about 136,000,000 metres square. If C is calculated from the data available, it can be shown to be .219.
- (b) The effective cross-sectional waterway area of a second railway bridge and of a subsidiary overflow culvert near to it, under which the wadi, being considered, runs, and situated at Km.86.5, has been found by measurement to be 50 M2. This bridge, like the first in (a) above, is wrongly designed and should have been built skewwise. Nevertheless, this bridge was sufficient to cope with the flood. It deals with the catchment area of 124,500,000 M2. The average slope of the wadi bed in vicinity of this bridge is 1.59%. If C is calculated from the data available, it can be shown to be .215, which agrees near enough with C, as calculated in (a) above.
- (c) Now considering the proposed new bridge at 'Anabta, Km.85.440, this would be required to deal with a catchment area of 116,500,000 M2, and taking C as .219 as calculated by (a) above and roughly confirmed in (b) above, the cross-sectional area of the bridge required works out at 49 M2. The slope of the wadi bed at this point is 1.5%.
- (d) The calculated area of 49 metres square (see sub-para (c) above) is in excess of the area of the waterway actually required to cope with the flood reported on. By drawing a cross-section of the wadi at Km.85.440, showing the existing bridge and the waterway cross-sectional area of the bridge and the water as it flowed over the road, it is found that 47 M2 was necessary. The actual cross-sectional area of waterway through the bridge itself is 13 M2 and the balance, i.e., 47 less 13 = 34 M2, represents the cross-section of the stream as it flowed over the road. The velocity of flow over the road must have been much less than that in the main stream and much less than the velocity of the water through the bridge, as that part of the stream flowing over the road was "back-up" water and emanated from a relative slow moving "backwater". The fact that the water flowing over the road was moving slowly relatively is shown by the large quantity of fine materials deposited on the road, and the absence of stones deposited. From above, it would appear that waterway required for a new bridge would possibly be less than 47 M2, but how much less is difficult to say.

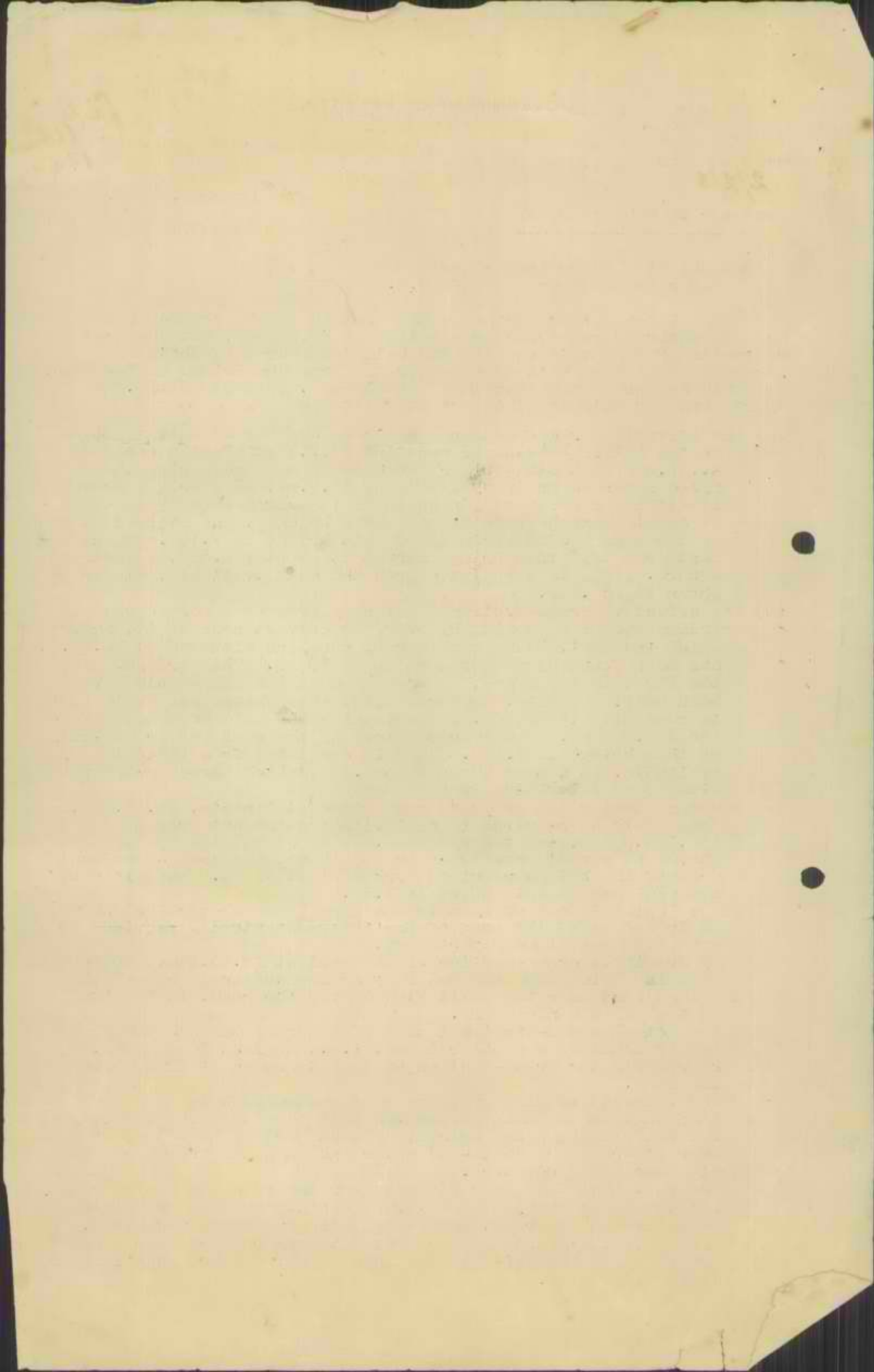
Checked
C = 218

Checked
C = 232

Checked
C = 229

Waterway at this point
(assuming bridge removed)
is 68 M2

(Only when
water was falling
did it flow
down the road)



(e) As a check on the argument put forward in (d) above, a point was selected at Km.84 and a cross-section of the wadi was taken. The road at this point was not flooded during the flood reported on by me. But for the sake of investigation, it is assumed that the water rose up to, but not onto, the asphalt road surface; at this point. The cross-section of the wadi was shown, from the drawing prepared, to be only 37 metres square. The average slope of the wadi bed at this point is 0.60%. Taking C as .219, the waterway area works out at 48 M², which agrees fairly well with the 37 M² referred to above. The catchment area for this point being 111,300,000 M².

2. In view of the foregoing, I propose a bridge of 56 M² nett opening. This would give a margin of safety of 14% on the calculated area per sub-para (c). This should be sufficient, I think.

3. I have further considered the catchment area of Wadi Qana. Wadi Qana flows under the railway at Km.86.045 (Railway Kilometre) near Jaljulia Village. The nature of this catchment area is similar to that of the Wadi Nablus, which flows through 'Anabta. This catchment area is about 259,632,000 M², and using information given to me by District Engineer, Lydda District (P.R.), the maximum cross-sectional area of waterway, which has so far been necessary to cope with all floods since 1920, is 80.6 M². From this, it is calculated that constant C is only .200. This also shows that constant C as .500 is too high.

Referring to your para 2 of 9/48 of 28.6.41, my original proposal is on the small side, chiefly from considerations of economy and the very high cost and relative scarcity of steel, and it is realized not to be ideal but nevertheless I think it may be the cheapest possible scheme for considerably lessening the risk of a serious washout or hinderance to traffic.

Allowing for backing up on the up-stream side and for widening, trimming and grading the wadi on the down-stream side of the proposed bridge I do not think any serious damage would be done to the road nor traffic delayed, specially if the embankments were heavily pitched as proposed.

5. Referring to your para 3 (a), any road from Nablus to 'Anabta, on the present general alignment, must pass through 'Anabta. Except for the alignment in the immediate vicinity of the bridge at Km.85.400, no re-alignment in the village is indicated from the point of view of flooding, or from the point of view of traffic accidents.

Referring to your para 3 (b), the revised proposed alignment (Drawing No. N/729 refers) now gives a crossing over the railway at 10°. It is not possible to get a crossing over 15°.

6. Please say, in view of all the foregoing, whether the waterway opening should be as high as 108 M² for any new bridge to be constructed.

7. Drawing No. N/729 shows two alternative alignments, one coloured green (alignment No.1) and one coloured yellow (alignment N. 2).

The alignment No.1 is cheaper to construct and only introduces one bend of radius of 65 metres, while alignment No. 2 introduces two bends of radius of 125 metres and 115 metres.

The filling for embankments would be obtained from wadi bed and wadi banks of wadi downstream side of bridge as this wadi could, with good effect, be widened to keep the top flood level of water on downstream side as low as possible in order to increase the velocity of water through the bridge.

8. The Bridge proposed is of the reinforced concrete box culvert type of 4 openings, each 3.75 x 3.75 metres.

9. May I, please, be informed whether detailed estimates, on the lines suggested, should now be prepared by me.

R/1361
16.6.42.

DATE RECEIVED

DISTRICT ENGINEER
NABLUS DISTRICT

Entered as "Reply" by	CH/so
Entered in "In Book" by	
by	
AND INDEXED UNDER	

15.0.47
K11301

File in 9/48. ✓

38

EXTRACT FROM
NOTES OF INSPECTION BY A.D. (2)
on 24.7.1941.

F. TULKARM - NABLUS ROAD.

17. In defective patches near the Jail Labour Camp soling is being laid where none previously existed and the road made good with metal and bitumen semi-grout.

GOVERNMENT OF PALESTINE

Met Ad see works 38
10 13
10 1/2

No. 2/1/11/1.

SECRET

PUBLIC WORKS DEPARTMENT,
NABLUS.

Director of Public Works.

36

14th July, 1941.

CENTRAL REGISTER

File No. *9/48* Subject :- Railway Works at Nur Esh Shams, *att*
near Tulkarm. *K*
15 29 JUL 1941 Reference :- My 2/1/11/1 of 10th July, 1941. *11*

The attached copy of letter No. Tn/Pal/434/5
P.W.D.H. dated 26.6.41 from A.D.G.T.N. should have been sent
with my above.

The omission is much regretted, please.

For your info
M
16/7

Chas. W. Alder
DISTRICT ENGINEER
NABLUS DISTRICT

52/SH.

CHAS. H. HENCKS, OWNER

Entered in "The Book" by
Entered as "Copy" by

(copy)

~~Secret~~

Subject:- NUR ESH SHAMS Sidings Tn/Pal/434/5.

District Engineer, P.W.D., NABLUS.

37

Your 2/1/11/1 dated 25 June, 41.

Regarding paras. 1 to 5 of your letter, as the work was extremely urgent a solid embankment was built provisionally, but openings of sufficient capacity to carry flood water have already been projected and will be constructed before the rains commence.

With reference to your para 6, the buffer stop and short length of track falling within the limiting distance could not be regarded as permanent structures, since additional construction at this station has been necessitated solely owing to war-time traffic, and at the end of the war it is probable that extra sidings etc., will be taken up.

How-ever, if during the war period the P.W.D. should require to have this siding shortened for any specific purpose such as a road widening, no doubt some arrangement could be made to cover the case.

Haifa.

30 Jun 41.

JER/JF.

Capt, R.E.

for Lt.Col., A.D.G.Tn.

Copy to:- D.E., P. Rlys., HAIFA. enclosing copy of P.W.D. letter under reply. I should be glad if bridge construction could be put in hand as soon as more urgent works allow.

GOVERNMENT OF PALESTINE

36

No. 2/1/11/1.

SECRET PUBLIC WORKS DEPARTMENT,
NABLUS.

Director of Public Works.

10th July, 1941.

Subject :- Railway Works at Nur Esh Shams,
near Tulkarm.

The attached copies of letters dated
25 and 30.6.41, exchanged between this office and
the A.D.G.T.N., Haifa, on the subject of Railway
works on Nabulus-Tulkarm Road, are passed to you
for information. Please.

CENTRAL REGISTRY

File No. 9/48
125 JUL 1941

DISTRICT ENGINEER
NABLUS DISTRICT

52/SH.

P.W.D. H. Qrs. Jerusalem

REFERRED TO 738

CARD INDEXED UNDER

by

Entered in "In Book" by

SK

Entered as "Reply" by

GOVERNMENT OF PALESTINE

No. 2/1/11/1. . S E C R E T

PUBLIC WORKS DEPARTMENT,
NABLUS.

A.D.G.T.N., Haifa.

25th June, 1941.

Subject :- Railway Works at Nur Esh Shams,
near Tulkarm.

Certain railway works are being carried out
near Nur Esh Shams Quarry.

2. I am unaware how long these works are likely to remain in position, but would like to record that unless the embankment filling is removed before the end of September next, a grave risk of the Nablus-Tulkarm Road being destroyed by flooding would exist.

3. It is noted that the embankment has no provision, by way of culverts or bridges, to allow the water when it runs in the wadi to pass.

4. Great quantities of water come down this wadi occasionally in floods and on November 7th, 1938, parts of the Nablus-Tulkarm Road were washed away.

5. In the section of the valley, where your works are being carried out, the width of the water surface in the wadi extended from the railway line (HR) on the north side to a point south of the Nablus-Tulkarm Road on the south side.

6. I would also remind you that, in accordance with the width and Alignment of Roads Ordinance, no permanent structure should be built within a distance of 15 metres from the centre line of the road.

DISTRICT ENGINEER
NABLUS DISTRICT

9/48

28th June, 1941.

District Engineer,
Nablus District.

Subject : Nablus - Tulkarm Road.
Reference: Your No.2/2/3 of 10.6.41.

Your attention is invited to my letter No.9/48 of 2.12.39, and your reply No.2/1/11/1 of 12.12.39.

2. You will note that the estimated area of the waterway required at Anebta Km.85.44 is 108 m2 whereas in your proposals, as submitted in your letter No.2/2/3 of 10.6.41, some 27 m2 only are allowed for. Are you satisfied from data at your disposal that 27 m2 are adequate? If you are please supply me with that data for examination.

3. You will note from my letter No.9/48 of 2.12.39 that a major realignment of this road may be called for in order to avoid flooding, should this be proceeded with at some future date would the scheme now proposed for Anebta be incorporated as a part of such major realignment? It would be most undesirable to effect a local improvement at Anebta now to find later on that it does not fit into a scheme for a major realignment of the whole road. Please consider again from this angle and let me have your views.

4. Other points for your consideration are :

- (a) if this local scheme at Anebta falls suitably into any major scheme of

P.T.O.

realignment it will be necessary to raise the road level on either side of the bridge above flood level, and,

- (b) is a realignment of the proposed new road possible to give a better crossing over the existing railway line. The new line proposed by you crosses the existing railway line at an angle of 15%, could not the line be altered to allow for a crossing at not less than 30%?

-- 5. Your drawing is returned herewith.

(Sgd) W. C. H. Jones

DIRECTOR OF PUBLIC WORKS.

REPLIED

139

85.

REFERRED TO

54-34/58 m/l

9/48

28th June, 1941.

District Engineer,
Nablus District.

Subject : Nablus - Tulkarm Road.
Reference: Your No.2/2/3 of 10.6.41.

Your attention is invited to my letter No.9/48 of 2.12.39, and your reply No.2/1/11/1 of 12.12.39.

2. You will note that the estimated area of the waterway required at Anebta Km.85.44 is 108 m2 whereas in your proposals, as submitted in your letter No.2/2/3 of 10.6.41, some 27 m2 only are allowed for. Are you satisfied from data at your disposal that 27 m2 are adequate? If you are please supply me with that data for examination.

3. You will note from my letter No.9/48 of 2.12.39 that a major realignment of this road may be called for in order to avoid flooding, should this be proceeded with at some future date would the scheme now proposed for Anebta be incorporated as a part of such major realignment? It would be most undesirable to effect a local improvement at Anebta now to find later on that it does not fit into a scheme for a major realignment of the whole road. Please consider again from this angle and let me have your views.

4. Other points for your consideration are :

(a) if this local scheme at Anebta falls suitably into any major scheme of

P.T.O.

realignment it will be necessary to raise the road level on either side of the bridge above flood level, and,

- (b) is a realignment of the proposed new road possible to give a better crossing over the existing railway line. The new line proposed by you crosses the existing railway line at an angle of 15°, could not the line be altered to allow for a crossing at not less than 30° ?

-- 5. Your drawing is returned herewith.

(Sgd.) H. C. H. Jones

Secy

DIRECTOR OF PUBLIC WORKS.

35.

Nalilus-Tul Karun Rd - Accidents,
near Analito. (km 85+446)

① ~~on~~ 2/2/3 of 10.6.41 from Denab.

② on ①

③

AD(2)

any

1. Drainage area 110 km^2

	water way	
Tallot $C = \frac{1}{2}$	108 m^2	(see p 18 in 9/84 Vol II)
" $C = \frac{1}{3}$	65 m^2	} (see p 1648 in 9/84 Vol I)
Kremit	81 m^2	
Parker	$70-83 \text{ m}^2$	

On 2.12.39 Denab was advised that the water way in accordance with Tallot's formula is 108 m^2 (see p 19 in 9/84 Vol II). The waterway in the culvert proposed by Denab is only $3 \times 3 \times 3 = \underline{\underline{27 \text{ m}^2}}$.

3. The angle between the alignment of the road proposed by Denab and the existing railway line on the crossing is 15°. the angle required should not

be less than 30°. a better alignment can not be traced in this office as we have not a ~~p~~ contour plan of the surrounding area.

4. Denab must ensure that the proposed level of the road should be above the flood water level.

● (see §19 in 9/84 vol II para 3)

5. No comments on the estimate.

A. Y.

27/6/41

GOVERNMENT OF PALESTINE

JERUSALEM

1875

Defence Regulations, 1939 - Control of Cement.

Sir/Gentlemen,

I have the honour to refer to my order published in Supplement No. 2 of Palestine Gazette No. 1029 of 4-7-1940 and to inform you that you are hereby authorised to sell Portland Cement as hereunder specified and for the period stated.

Permit No.	Period	Consumer	Work	Quantity

I have the honour to be,
Sir/Gentlemen,
Your obedient servant

ASSISTANT DIRECTOR OF PUBLIC WORKS
COMPULSORY AUTHORITY

GOVERNMENT OF PALESTINE

32

No. 2/2/3.

File No. 9/48

PUBLIC WORKS DEPARTMENT,
NABLUS.

Director of Public Works. 16 JUN 1941

10th June, 1941.

Subject :- Nablus-Tulkarm Road - Accidents near 'Anabta

Reference :- Your 9/48 of 9.4.41 and my
interim reply No.2/2/3 of 6.5.41

I enclose, herewith, drawing No. N/698 of 10.5.41, showing a proposed new alignment of the Nablus-Tulkarm Road where it crosses the Wadi Nablus and the Hedjaz Railway.

A new reinforced concrete (skew) bridge is also proposed, as the existing masonry bridge is too small to take floods.

The new proposed bridge is designed such that the cross-sectional area of the water-way is twice that of the old existing masonry bridge. This should be ample for all floods likely to occur.

It is proposed to pitch the embankments with dry stone masonry, 50 cm. thick, to protect earthwork from scour.

The estimated cost of the new alignment, together with the new bridge, is LP 2350.000.

Estimate No. NA/4 of 5.6.41 is attached, herewith.

As a measure for reducing the number of accidents which occur, the Police Authorities suggest that the existing parapet walls, coloured red on plan, be extended (as shown dotted red) and that these walls be painted black and white in stripes. This would certainly make the presence of this dangerous bridge more obvious, especially at night.

The estimated cost of doing this is LP 41.-

The Police also suggest that large notices in the three official languages be erected at each approach to the bridge, warning traffic of its dangerous nature. This latter suggestion has already been put into effect by me.

ABSTRACT OF ESTIMATE No. NA/4

OF XX 5.6.41.

OF THE PROBABLE

COST OF Proposed Bridge, and road, Anabta Village Km.85.440.
 Road 170 M.R. by 9 M. wide.

G.P.P. 10400-10000-10.5.41

Sl. No.	Items Description of work	Quantity	Rate		Per	Amount of each		Total	
			L.P.	Mils		L.P.	Mils	L.P.	Mils
A) Road.									
1)	Excavation and backfilling	200 ✓	-	.100	M3	20.000			
2)	Earth filling	850 ✓	-	.200	"	170.000			
3)	Supply and stacking soling	213 ✓	-	.200	"	42.600			
4)	Laying soling	170 ✓	-	.100	"	17.000			
5)	Haunch stones stacked	26	-	.250	"	6.500			
6)	" " laid	340	-	.010	M.R.	3.400			
7)	Metal supplied and laid	85 ✓	-	.450	M3	38.250			
8)	Supply Asphalte 400/500	4 ✓	9.000		ton	36.000			
9)	Applying Asphalte	1000 ✓	-	.005	M2	5.000			
10)	Supplying Foulieh	45	-	.400	M3	18.000			
11)	Fuel wood	1	3.000		tons	3.000			
12)	Rolling charges	10	1.500		days	15.000			
13)	Dry masonry walls, including supply of all materials.	220 ✓	-	.500	M3	110.000			
B) Bridge 3x3x3									
1)	Supply steel	20	30.000		tons	600.000			
2)	Cutting, placing and Transport- ing steel	20	5.000		"	100.000			
3)	P.C. concrete No.2	160	3.000		M3	480.000			
4)	" " No.4, 5 cm. thick.	10	3.000		"	30.000			
C.F.						1694.750			

Serial No.	Items Description of work	Quantity	Rate		Per	Amount of each		Total	
			L.P.	Mile		L.P.	Mile	L.P.	Mile
	B. F.							1694.750	✓
5)	Shuttering.	25 ✓	14.000		M3	350.000			✓
6)	Supply and lay soling under floor.	35	-.300		"	10.500			✓
7)	Excavation and backfilling on road.	150	-.100		"	15.000			✓
8)	Demolishing existing bridge.	Job	50.000		Job	50.000			
9)	Side track.	"	20.000		"	20.000		445.500	✓

Prepared by

H. Khatib

Total of the above

Copied by

Contingencies

Checked by

A. R. Alami

Submitted by

[Signature]
DISTRICT ENGINEER
NABLU DISTRICT
Signature

Grand Total

1140.250

209.750

2350.000 ✓

30

9/48.

17th May, 1941.

District Commissioner,
Samarra District.

Subject : Anabta Bridge. -29
Reference: Your No.846 of 15.5.41.

A scheme for improving the
road alignment and bridge is
under investigation and on its
completion you will be communicated
with.

~~Edmund H. Jones~~
DIRECTOR OF PUBLIC WORKS.

Copy to: District Engineer,
Nablu District for
information, ref.his No.
2/2/3 of 6.5.41.

S2. -28

GOVERNMENT OF PALESTINE

No. 846

DISTRICT COMMISSIONER'S OFFICES
SAMARIA DISTRICT, NABLUS

15 May, 1941

Director of Public Works,
Jerusalem

Subject:- Anebta Bridge
Reference: My 846 of 8-4-41.

A.7. (2)
2

I shall be grateful if you will inform me when
a reply may be expected to my letter under reference.

CENTRAL REGISTRY
File No. 9/48
16. MAY 1941
P.W.D. - Gen. Jerusalem

J. W. Schockhard
A/DISTRICT COMMISSIONER
SAMARIA DISTRICT

REPLIED 30

CARD INDEXED UNDER

45

by

Entered in "On Book" by

Entered as "Reply" by

GOVERNMENT OF PALESTINE

PUBLIC WORKS DEPARTMENT,
NABLUS.

6th May, 1941.

IN REPLY PLEASE QUOTE

2/2/3.

Director of Public Works.

Subject :- Nablus-Tulkarm Road.

Reference :- Your 9/48 of 9.4.41.

I am preparing a plan for the part of the Nablus-Tulkarm Road wherein the S bend and Bridge at Anabta are situated.

2. The plan will also show my proposals for straightening out the road at this point.

3. A new bridge should be constructed as existing bridge is too small. I have seen water running over the road because of the inadequate size of this bridge. In this connection, please see my 2/1/11 of 16.3.39 (page 2) concerning floods in this area.

4. I hope to be able to send you this plan in a short time with estimates.



[Signature]
DISTRICT ENGINEER
NABLUS DISTRICT

5/SH.

30.32

Entered as "2014" by
11/1/14
5
11/1/14

2nd Reminder

PWD. 54

27

No. 9/48

GOVERNMENT OF PALESTINE

PUBLIC WORKS DEPARTMENT

JERUSALEM

25
7th May, 1941

Subject: Nablus-Tulkarm road-accidents near Aneta

Reference: 9/48 of 9th April, 1941

The Director of Public Works presents his compliments
to District Engineer, Nablus District.

and request that a reply may be sent to his communication under reference.

9

REPLY 7/8

GOVERNMENT OF PALESTINE

PUBLIC WORKS DEPARTMENT

JERUSALEM

24th April, 1941

No. 9/48

Subject: Nablus-Tulkarm road
Accidents near Anebta
Reference: 9/48 of 9th April, 1941

The Director of Public Works presents his compliments
to District Engineer, Nablus District,
and request that a reply may be sent to his communication under reference.

RECEIVED
REPLIED
27
28

8
9/48.

April 9, 1941.

District Engineer,
Nablus District.

Subject:- Nablus-Tulkarm road.
Accidents near Anebta.

Reference:- 846 of 8-4-41 from the
A.D.C. Samaria to me with
copy to you.

I shall be glad to receive your
comments and advice on the contents of
the A/District Commissioner's letter.

W. H. C. H. Jones

DIRECTOR OF PUBLIC WORKS

S4.

REPLIED

26 27
28.32

1941
April 1941

and the following
of the following
of the following

of the following

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of the following

9/48.

9 - APR 1941

DISTRICT COMMISSIONER'S OFFICES
SAMARIA DISTRICT, NABLUS

8 April, 1941

Director of Public Works,
JerusalemA.O. 24
✓

The Supt. of Police, Samaria, has pointed out to me that there have been many accidents in Anabts village during 1940. The figures are

Fatal 2 Serious 10 Minor 11

2. All but two of these accidents occurred on or next to the S/bend bridge about kilo 86 on the Nablus-Tulkarm main road. It has been suggested that the number of accidents might be decreased if the walls of the bridge were continued some 30 metres along the road on both the Nablus and Tulkarm sides and if large warning notices showing the nature and dangers of the bridge were put up.

3. I think you will agree that there is some obligation on Government to improve the approach to this dangerous bridge and I should be grateful if you could give the matter your consideration.

A. Gammal.

A/DISTRICT COMMISSIONER
SAMARIA DISTRICT

Copy to:- Supt. of Police, Nablus
Asst. Dist. Commissioner, Tulkarm
Dist. Engineer, Nablus.

25, 29

1/28

4.0/21
7

54

A name

GOVERNMENT OF PALESTINE

23

PUBLIC WORKS DEPARTMENT,
NABLUS.

No. 14/2/28.

25th March, 1941.

Mukhtar of 'Anabta, VARIATION
'Anabta. CR/467 ORDER NO. 1

Subject :- Bal'a Road - Contract
No. NAC/28.

Item 1 - Contract No. NAC/28.

Deduct 525 metres run
of stone filling
@ 255 sh per M.R. LP 133.875

Add 440 metres run of
stone filling
@ 189 sh per M.R. 83.160
as per amended drawing.

Nett deduction in value LP 50.715

CENTRAL REGISTRY

File No. 9/48. DISTRICT ENGINEER
27. MAR 1941 NABLUS DISTRICT

Copy to:- Director of Public Works.
Auditor.

Sub-Accountant, Nablus.
5/SH. Foreman, Tulkarm.

Entered in "In Book" by
Entered as "X" by
5
*

File in 9/48.

EXTRACT FROM NOTES OF INSPECTION BY
A. D. (2) 22-24.1.1941.

22

10. The Supt. of Police is experimenting with a traffic island at the junction of the Nablus-Tulkarm and Nablus-Jenin roads. Nothing will be done of course until approved by this office.

The Soil Conservation Board examined the Nablus Valley and Denab accompanied me on the inspection.

Nablus - Tulkarm Road. Repairs to the road are in hand between Kms. 80 - 83 and where repairs were commenced it was discovered that no soling exists but that a metal road, made in Turkish times, and over 6" in thickness exists. Denab is removing the surface and metal and laying soling stone. In my opinion this section should be treated as follows :-

- (a) The surface thoroughly scarified.
- (b) 10 cms. of new metal applied and rolled.
- (c) A bitumen semi grout applied.

The fact that the old road metal is thoroughly consolidated, and so far as I could see has not been penetrated by sub-soil, combined with the fact that there is less traffic along this road than in the past, do not justify the laying of soling.

Kms. 78 - 80. Nablus Jenin Road. This section was treated with Shellspra 400/500 four years ago and is still in excellent condition although it has had no surface treatment since. This bitumen has a Mexphalte base of 80/100 and is a softer bitumen than F.70 which has a 30/40 Mexphalte base. The 400/500 bitumen, therefore, remains more plastic than F.70 and accordingly is not as liable to crack in winter, and if covered with a large chip, does not seem to bleed and become soft in the summer.

Copy for 9/48.

30th July, 1940.

85.

Original in 15/1/3.

ORIGINAL
DUPLICATE

OTHER CHARGES VOUCHER.

No.

(To be inserted by
Sub-Accountant)

Stores Supplies and other Bills.

District or Station

Head of Estimates

Dr.

Sub-Head

G.P.P. 1st-10,000-11-1-35-20/8

Date	Detailed description of Service or Article	Quantity	Rate	Amounts	
				L.P.	mils
26.6.40	Repairs to rollers in Press Machine				
	Rubber Hose 1 1/2"	1 m.			350
	Man wire making fine	1 1/2 "	750		275 1/2
	Rubber Hose 1"	1 "			180
	1 m. square 18" Rubber Sheet	5 kg.	240	1	240
	Copper Sheet 18"	4.5 kg.	260	1	125
				3	605
As per attached invoices Nos. 5331, 533, 440; 4470 & 4471					
Authority				Total	3 605

1. I Certify that the above amount is correct and was incurred under the Authority quoted, and that the amount charged is according to regulation or fair and reasonable, and that the payment will not cause an excess over the amounts allocated to me.

Date

Signature

Title

Head
of
Department

2. Received the

day of

19

in payment of the above account the sum of

Signature of Receiver.

3. I certify that the sums indicated above have been duly paid by me to the persons entitled thereto.

Signature of Witness to payment, Seals and Marks.
(Only necessary when payees are illiterate).

Signature of Paying Officer

Date

20

Gen. 12. A.

GOVERNMENT OF PALESTINE

IN REPLY PLEASE QUOTE

No. 2/1/11/1

AD2 Henry
AD3
16/12
A

PUBLIC WORKS DEPARTMENT,
NABLUS.

12th December, 1939.

Director of Public Works,
Jerusalem.

19

Subject :- Nablus-Tulkarm Road Flooding.

Reference :- Your 9/48 dated 2.12.1939.

I hereby confirm that I have arranged
for keeping records as asked for in paras ⁹⁵4 of your
above quoted letter.

CENTRAL REGISTRY
File No. <u>9/48</u>
16. DEC. 1939
P.W.D.H. Qm. Jerusalem

61/SH.

Hy/Enlo
A/DISTRICT ENGINEER
NABLA DISTRICT

REFERRED TO *34*

CARD INDEXED UNDER

by	Entered in Book	by	Entered as "Reply"

MAILED IN MARCH

9/48

2nd December, 1939.

District Engineer,
Nablus District.

16/11 - 11.1

Subject : Nablus - Tulkarm Road Flooding.

Reference: Your 2/1/11 of 16.3.1939.

1. From your drawing No. N/522 it appears that the cross-sectional area of flood water at K. 91.75 was about 96 M². Assuming that this represents as big a flood as normally occurs at this site a nett opening of about 120 M² would be required for any bridge to be built there. From this data a value of $C = \frac{1}{2}$ (about) has been deduced from Talbot's formula for approximating the size of bridge waterways, viz :-

$$A(\text{waterway in ft}^2) = C (\text{constant}) \sqrt[4]{\left(\text{Catchment area in acres} \right)^3}$$

2. Using the above value of $C = \frac{1}{2}$ it appears that at least 4 culverts on this road are inadequate :-

K. 80.4	now	4.6 M ²	should be	about	70 M ²	nett opening
K. 81.75	"	5.75 M ²	"	"	100	" " "
K. 82.4	"	4.5 M ²	"	"	100	" " "
K. 85.44	"	14 M ²	"	"	108	" " "

3. There may be other culverts on this road which are too small, but even if these were all increased in size flooding of the road would not be prevented, and it appears that a major realignment is necessary in order to put the road above the level where floodwater could hinder traffic.

p.t.o.

4. It is not thought necessary to incur any expenditure on this road at present, for the small amount of traffic using it. The need for improving the road ultimately should not be forgotten, however, and I am directed to ask you to prepare at your convenience a report on realigning the road between K.67-92. Records should also be kept by your office of all future flooding of this road, e.g.:

- (a) Dates of flooding
- (b) Details of flood damage to road, culverts and bridges between K.67-92.
- (c) Depth of each flood (if possible; either from visual records or flotsam).
- (d) Rainfall records of flood periods (Nablus and Jenin).

5. The need for continuing these records should be specifically mentioned in all Handing Over Notes of your office. Please confirm that you have arranged for this to be done.

(Sgt.) R. P. B. Crook

DIRECTOR OF PUBLIC WORKS.

H5.

②
AD(2)
Hem

To see after filing.

17/12

R.P.B.

4/12

REPLIED

120

copy 624/48.

REFERRED TO 134

FLOODING OF

NABLUS-TULKARM ROAD, Ks 67492

AD 22

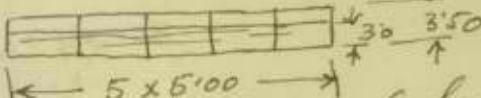
1. Culvert at Km 80.4 (80.2?) for Tributary wadi.

The existing culvert is 2 m wide and 2.30 m high; $A_{max} = 2 \times 2.3 = 4.6 \text{ m}^2$ Required after Talbot: $A = 36 \text{ m}^2$ Culvert suggested: 

$$A = 12 \times 3 = 36 \text{ m}^2$$

$$A_{max} = 12 \times 3.5 = 42 \text{ m}^2$$

2. Culvert at Km 82.407 (82.415?) - Main Wadi

The existing culvert is 3.05 m wide and ~1.50 m high; $A_{max} = 1.5 \times 3.05 = 4.5 \text{ m}^2$ Required after Talbot: $A = 60 \text{ m}^2$ Culvert suggested: 

3. Culvert at Km 81.75 (not mentioned by DE) should also be reconstructed as under item 2) above.

The existing culvert is 2.75 + 3.00 m wide and only one metre high.

4. Culvert at Km 85.446. Main Wadi. The existing (arched) culvert is 5 m wide and 3 m high; $A_{max} \sim 14 \text{ m}^2$ Required: $A = 65 \text{ m}^2$ Culvert suggested: 

5. The above suggestions are based on the assumption that the road level will be raised (at least) at the culverts. The proposed raising of road level is:

at Culv.	80.4	0.8 m approx.
"	82.4	1.0 m "
"	81.7	1.0 " "
"	85.4	0.8 " "

Memo

1. Calculations of Culvert openings at fo. 164 B, No. 1

2. Culvert openings are based on Talbot formula using $C = \frac{1}{2}$

3. According to calculation on approx. at fo. 164 A (No. 1)

C shd. be $\frac{1}{2}$, not $\frac{1}{3}$.4. With $C = \frac{1}{2}$ instead of $\frac{1}{3}$ Culvert openings shd. be:-

K. 80.4 ... 70.42 (not 36.4)

K. 82.4 ... 100.12 (not 60.1)

K. 81.75 ... 100.12 (not 60.1)

K. 85.44 ... 108.12 (not 66.1)

K. 87.6

Manual No. 1, 164/2

4

BF on 5/11/1939

A D 22
20/11/39
P.T.O.
S. 11

JW 19/10/39

(2)

D.P.W

1. The results of A.C.'s investigations of the adequacy of existing culverts betw. K 80-92 on the Nablu-Tulkarm Road - made i.a.w (7) of fo. 164 A, using such information as is available show that 4 Culverts on the present road line are inadequate for the estimated maxⁿ flow, and shd. be increased as follows:

vide Dwg.	K 80.4	now 2.3M high	4.6M ² net area	min ^d suggested opening
N/521 at	81.75	" 1M	5.75 "	3 1/2 M high - 70 M ²
fo. 164 C, Vol 1	82.4	" 1.5M	4.5 "	3 1/2 " - 100 M ²
	85.44	" 3M (arch)	14 "	4 1/2 " - 108 M ²

2. The suggested openings would require the road to be raised by about 1M at each of the above openings. The waterways have been calculated using a factor $C = \frac{1}{2}$ in Talbot's formula - but the data are not reliable e.g. the catchment areas shown on ^{Dwg.} N/523 at fo. 164 C in Vol. 1. and A estimated from Dwg. N/522 (fo. 164 C)

fo. 164 C
Vol 1

fo. 164 C
Vol 1

3. Dwg. N/521 shows that flooding occurs on this road

due to main wadi:

due to branch wadis:

betw. K's 75-76
" 80-81
" 82-83
" 83-84
" 84-85
" 85-86
" 90-92 (4 places)

betw. K's 67-68
" 69-70
" 72-73
" 80-81
" 83-84

about 10 places

5 places

4. Little damage appears to be done until the last 12 hrs - from K 80-92, ^{apart from} ~~although~~ inconveniences to traffic during floods.
5. I have discussed this flooding with AD(2) who thinks that before deciding on any

2 (Continued)

reconstruction of culverts it would be advisable for a reconnaissance of the road betw. R 80-92 to be made by Denab to see whether its relocation above flood level is possible. Dwg. N/523

fo. 164 C
vol 1

shows that the catchment discharges from a bottleneck 4 kms. long ending at K. 9175, and so long as the road runs close to the wadi bed ^{seems that it} it will always be subject to flooding even if existing culverts are enlarged.

R.F.B.
29/11

(3)

AD₃

I have discussed with you. From the pp. it is clear that increasing the widening of culverts would not prevent occasional closure of the road - in other words a major realignment is required for which funds are not available.

2. Find copies of pertinent papers to Denab or ask him to prepare at his convenience a report on realignment. There is no urgency as funds are unlikely to be available for a long time. He should however arrange for flora data to be kept up to date in his opinion. The matter is of great importance & is mentioned in his S.O. Report on Relief - the above should be done.

12/2
12/3

AD(2)

10/12

To see ① - ③ above. I have taken action i.a.w D.P.W's instructions.

R.M.B 2/12

(P.T.O.)

17

Drawings detached (W)

Gen. 12. A.

GOVERNMENT OF PALESTINE

PUBLIC WORKS DEPARTMENT
NABLUS DISTRICT
NABLUS.

IN REPLY PLEASE QUOTE

No. *2/1/11*

AC
AS(3) R.M. 6/10
You called for this
info at. for Mr. M.
5/10

30th September, 1939.

Director of Public Works,
Jerusalem.

AD
14
DO
3 plans
for filing
pl
fw
30/11

(11)
Subject :- Nablus-Tulkerm Road *(flood)*

Reference :- Your 9/48 of 21.8.39.

Herewith one print of each of Drawings
Nos. N/585, 586 and 587 showing the information
called for in your above, please.

CENTRAL REGISTRY	
File No.	<i>9/48.</i>
5 - OCT. 1939	
P.W.D.H. Qrs. Jerusalem	

P. W. D. HEADQUARTERS	
DRAWING REGISTRY	
DRAWING NO.	<i>SD/364/1-3</i>
DATE RECEIVED	<i>11.12.39</i>

B. Woods
DISTRICT ENGINEER
NABLUS, DISTRICT

61/AA.

1567

1/1
to

INDEXED ORDER

2nd Reminder.

PWD 54

16

GOVERNMENT OF PALESTINE
PUBLIC WORKS DEPARTMENT
JERUSALEM

No. 9/48.

September 18, 1939.

Subject : Nablus-Tulkarm Road (flood).

Reference: 9/48 of 21-8-1939.

14

The Director of Public Works presents his compliments to **District Engineer, Nablus District,** and requests that a reply may be sent to his communication under reference.

RECEIVED 817

GOVERNMENT OF PALESTINE
PUBLIC WORKS DEPARTMENT
JERUSALEM

No. 9/48

4th September, 1939.

14
Subject : Nablus-Tulkarm Road (flood).Reference: 9/48 dated 21st August, 1939.

The Director of Public Works presents his compliments to **District Engineer, Nablus District,** and requests that a reply may be sent to his communication under reference.

5.

9/48.

14

21st August, 1939.

District Engineer
Nablus District.

Subject : Nablus-Tulkarm Road (flood). 1648-21

Reference : Your 2/1/11 of 16.3.1939.

Please submit the following information
in order to enable me to complete the investigation
of the flooding of this road :-

- (a) Plans of culverts existing between Kms.80
and 92, showing lay out, cross section &
longitudinal section of each culvert.
- (b) A section across the wadi showing the
openings and clear heights of both Railway
bridges at Km.80.070.

(Sd/-) R. F. B. Crook

for

DIRECTOR OF PUBLIC WORKS. fw

F7.

RECEIVED 15.16
REPLIED 17

GOVERNMENT OF PALESTINE
PUBLIC WORKS DEPARTMENT
JERUSALEM

No. 9/48.

Reference to previous correspondence:

3rd July, 1939.

~~No.~~ D.P.W.'s letter 9/48 of 30.6.1939 to
P.M.G. copy to District Engineer Nablus.
The Director of Public Works presents his compliments

to District Engineer Nablus District,

and encloses the undermentioned documents for information.

Subject Telephone Route along Tulkarm-Nablus Road.

GPP. 736B-10000-24.1.39

Date	Description
1.7.1939.	Copy of letter No.P.T.137/1 from Postmaster General.
D7.	

Reference

No. P.T.137/1.

Telegrams:

Postgen. Jerusalem.

12
General Post Office,
Jerusalem.

1st July 1939.

Director,
Department of Public Works,
Jerusalem,

Subject :- Telephone Route along
Tulkarm-Nablus Road.

Reference:- Your No.9/48 dated
30th June 1939.

I agree to the amendment suggested
in the third paragraph of your letter.

CENTRAL ENTRY
File No. 9/48
2 - JUL 1939
P.W.D. H. Qrs. Jerusalem

POSTMASTER GENERAL.

4/05 Copy to Denial for work
ref for 11

2/7

REALT WITE

63

CARD INDEXED UNDER
by
Entered in "20 Book" by
Entered as "Reply" by

9/48.

June 30th, 1939.

Postmaster General.

Subject : Telephone route along Tulkarm
Nablus Road.

Reference: Your PT.137/1 of 28-6-1939.

The declared width of the Tulkarm Nablus road is
30 metres - vide Official Gazette No.575 of 12-3-1938.

2. There is no proposal at present before this department for widening this road. Should any widening operations be undertaken it will be necessary to remove the telephone poles from the positions in which they are now sited, and it is noted that your department now agrees to meet the cost of such removal if and when the widening is undertaken.

3. There remains one small point. In the final paragraph of your letter under reference it is stated that such removal will be "to the old alignment". It is I think clear that this may not necessarily meet the situation, and I would prefer that the words "to the old alignment" be substituted by "to a new alignment to be agreed upon by the Departments of Posts and Telegraphs and Public Works".

DIRECTOR OF PUBLIC WORKS

Copy to District Engineer, Nablus District
with copy of letter under reference.

Pl.

REPLIED

REFERRED TO

REFERENCE
No. P.T.137/1.

General Post Office.
Jerusalem.

TELEGRAMS: SECPOSTS, JERUSALEM.

28th June, 1939.

AC what is the ^{declared} width at "A"

29/6/39

Director,
Department of Public Works,

*AD N
30m; Official Gaz.
No. 575 of 12.3.36
30/6*

Subject :- Telephone route along
Tulkarm-Nablus Road.

Reference:- Your No.9/48 dated 15th June 1939.

The correspondence has again been referred to the Divisional Engineer West for his observations and he states that the old alignment as indicated in drawing N/540 is substantially correct but that the four poles shown against buildings did not exist.

5

The route was supported on the walls of the buildings at these points as explained in paragraph 1 of my P.T.137/1 dated 4th May 1939, and sub-paragraph 3(a) of your letter is in actual fact incorrect.

Having regard to all the facts of the case, however, my Department is prepared to move the poles without charge to the old alignment as indicated in your drawing N/540, should road widening operations make this necessary, provided adequate notice is given. In this connection I shall be glad to be informed, if possible, when road widening operations are likely to take place in the section in question, and also the

"A" declared width of the Tulkarm-Nablus Road.

*Not necessarily
they may have to
go to another book*

CENTRAL REGISTRY
File No. 9/48.
29. JUN. 1939
P.W.D. JER.

W. Mackay
POSTMASTER GENERAL.
REPLIED 11

Entered in "Top" by J.H.
Entered in "2nd" by
by

PALESTINE GOVERNMENT

9

Telegraphic Address: "DISENG NABLUS"

Telephone No. 16.

P. O. Box No. 12.

Reference No.

2/2/3.

PUBLIC WORKS DEPARTMENT

OFFICE OF THE

ENGINEER IN CHARGE

NABLUS DISTRICT

NABLUS.

19th June, 1939.

Director of Public Works,
Jerusalem.

File
8 *Mr. A.D. 1/1*
7/16 *2*

Subject :- Telephone Route along
Tulkarm-Nablus Road.

Reference :- Your 9/48 of 15.6.39
to the P.M.G., copy
to me.

One print of drawing No. N/540 is

.....

forwarded, herewith, please.

CENTRAL REGISTRY
File No. 9/48.
22 JUN 1939
P.W.D. H. Qrs. Jerusalem

[Signature]
DISTRICT ENGINEER
NABLUS DISTRICT

61/SH.

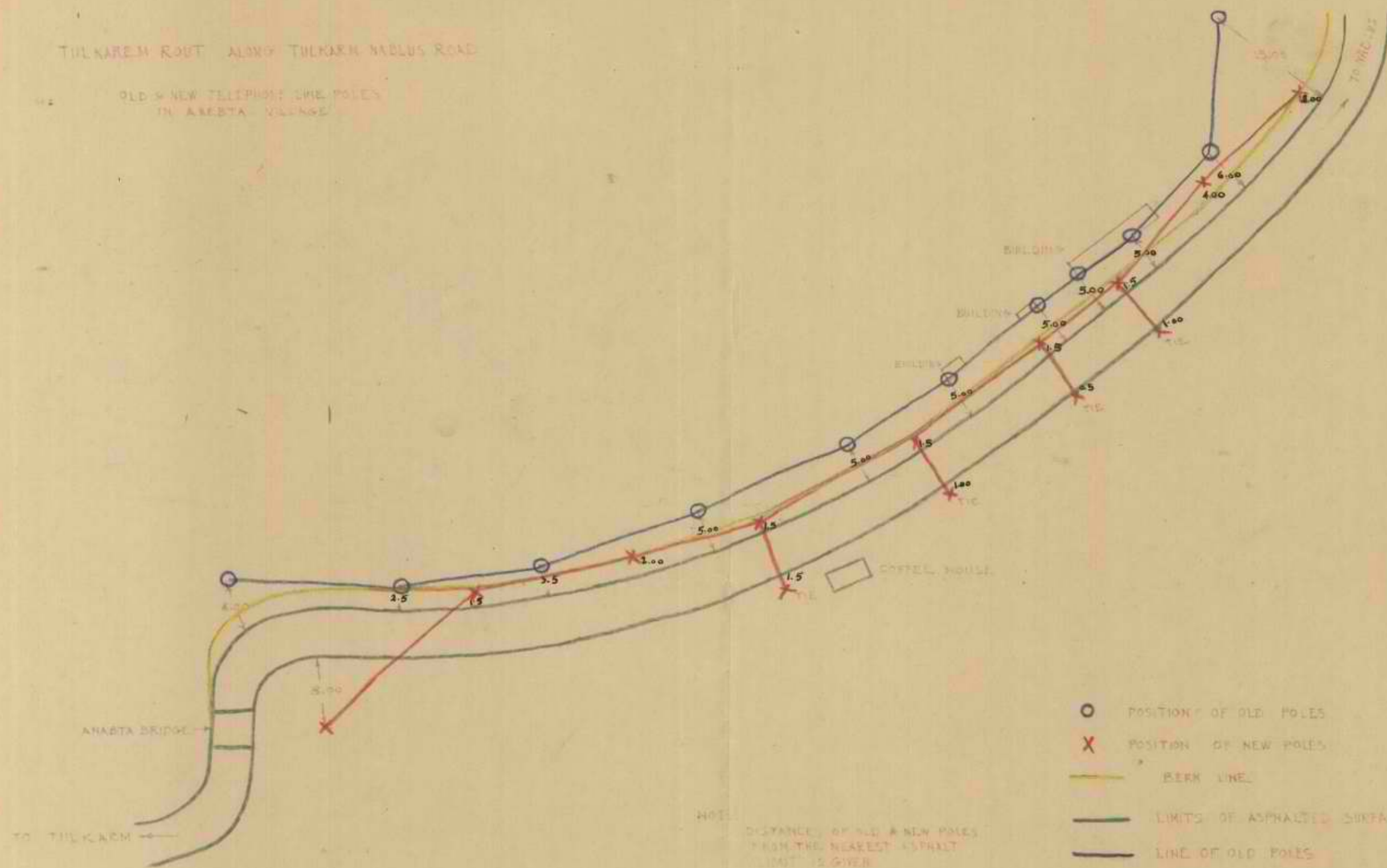
CARD 132541-1

Entered in "Book" of 11C

Entered on "List" of 11C

TULKAREM ROUT ALONG TULKAREM NABLUS ROAD

OLD & NEW TELEPHONE POLES
IN ANASTA VILLAGE





6488

CENTRAL REGISTRY

File No. 9/48
22 JUN 1939

P.W.D. H. Qrs. Jerusalem

9/48

15th June, 1939.

Postmaster General.

Subject : Telephone route along
Tulkarm - Nablus Road.

Reference: Your PT.137/1 of 4.5.1939.

Your letter under reference was referred to the District Engineer, Nablus for his observations, and I have now received from him drawing N/540, a copy of which is enclosed.

2. This drawing indicates the positions of the old and new poles and their distances from the edge of the asphalt surface of the road.

3. It is clear from the drawing that

(a) all wires on the old route were not fixed to houses

(b) that the new poles have been located nearer the road than the old poles.

4. Under these circumstances I regret I am unable to agree with the final paragraph of your letter under reference and must again ask you for the assurance that the new poles will be moved without charge whenever this Department requires their removal - paragraph 2 of my 9/48 of 27.3.1939 refers.

165 - 51
1939 J. JENNIFER
DIRECTOR OF PUBLIC WORKS.

Copy to: District Engineer, Nablus District
reference 2/2/3 of 10.6.39, who shall
P5.

submit a further copy of drawing N/540.

REPLIED
9
10

PALESTINE GOVERNMENT

Telegraphic Address: "DISENG NABLUS"
Telephone No. 10.
P. O. Box No. 12.

Reference No.

2/2/3.

PUBLIC WORKS DEPARTMENT
OFFICE OF THE
ENGINEER IN CHARGE
NABLUS DISTRICT
NABLUS.

10th June, 1939.

Director of Public Works,
Jerusalem.

Subject :- Tulkarm Route along
Tulkarm-Nablus Road.

Reference :- Your 9/48 of 7.5.39.

.....
I attach, herewith, a dimentioned
rough sketch which clearly indicates the position
of the "old poles" and those of the "new poles".

The figures thereon show the distances
of the poles from the edge of the asphalte.

Referring to P.T.137/1 of 4.5.39 from
Postmaster General to you it is not clear why
it is "not possible to move the poles ^{more than} a further
50 cm. away from the centre of the road".

Not all the wires of the old route
were fixed to buildings.

Referring to the last paragraph it is
not clear why the Department of Posts and
Telegraphs contends that "the present alignment
is as far from the centre line of the road as
practicable".

.....
The photographs are returned, herewith.

CENTRAL
File No. 9/48
14. JUN 1939
P.W.D. Nablus

[Signature]
DISTRICT ENGINEER
NABLUS DISTRICT

STATE OF NEW YORK

IN SENATE
JANUARY 10, 1907
REPORT OF THE
COMMISSIONERS OF THE
LAND OFFICE

ALBANY: J.B. LIPPINCOTT & CO., PRINTERS.
1907.

THE COMMISSIONERS OF THE LAND OFFICE
HON. J.B. LIPPINCOTT & CO., PRINTERS.
ALBANY, N.Y.

REPORT OF THE COMMISSIONERS OF THE LAND OFFICE
FOR THE YEAR 1906

ALBANY: J.B. LIPPINCOTT & CO., PRINTERS.
1907.

THE COMMISSIONERS OF THE LAND OFFICE
HON. J.B. LIPPINCOTT & CO., PRINTERS.
ALBANY, N.Y.

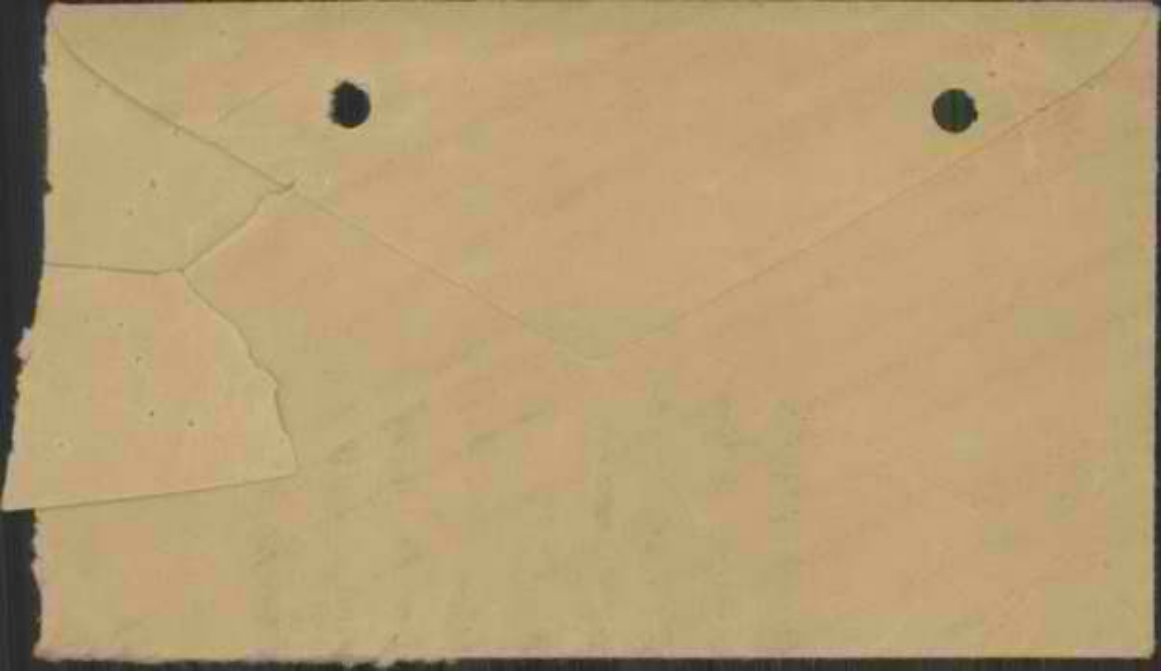
REPORT OF THE COMMISSIONERS OF THE LAND OFFICE
FOR THE YEAR 1906

ALBANY: J.B. LIPPINCOTT & CO., PRINTERS.
1907.

Entered in "Index" by	12
Entered in "Index" by	13
Entered in "Index" by	14
Entered in "Index" by	15
Entered in "Index" by	16
Entered in "Index" by	17
Entered in "Index" by	18
Entered in "Index" by	19
Entered in "Index" by	20

PALESTINE POSTS, TELEGRAPHS & TELEPHONES.

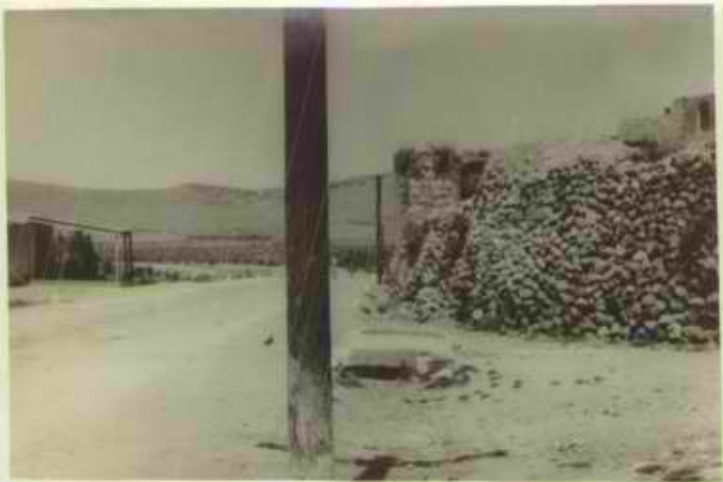
PT 749.













9/48.

May 7th, 1939.

District Engineer,
Nablu District.

Subject : Tulkarm Route along Tulkarm-
Nablu Road.

Reference: Your 2/2/3 of 25-3-1939.
My 9/48 of 13-4-1939 to Post-
master General.

I attach for your observations a copy of P.T.
137/1 of 4-5-1939 from Postmaster General together
with the photos referred to. Please return photos
with your reply.

2. It is noted from your letter under reference
that you explicitly state that the new line is
within the line of the old poles, whilst the Post-
master General infers that there were no old poles
but that the wires were fixed to buildings.

DIRECTOR OF PUBLIC WORKS

Pl.

REPLIED 17

REFERENCE

No. PT. 137/1.

TELEGRAMS: SECPOSTS, JERUSALEM.

Logis
Pal. or
file
Not
15/6/39
General Post Office.

Jerusalem.

AD
A
4th May, 1939.

Director,
Department of Public Works,
Jerusalem,

3
Subject :- Telephone Route along
Tulkarm-Nablus Road.

Reference:- Your letter No. 9/48 dated
13th April 1939.

The route in question was examined and it is not possible to move certain poles more than approximately a further 50 cms. away from the centre of the road. From a practical point of view it is not advisable to move any of the poles even this distance (in the majority of cases they would be located in the ditch) and I enclose three photographs which should make this point clear. The wires of the old route were fixed to the buildings in Anabta village and this accounts for the present alignment being nearer the centre of the road than the old, but it will be appreciated that this type of construction is not desirable for new work having regard the condition of the walls in this village.

It is the contention of this Department that the present alignment of the telephone route is as far from the centre line of the road as is practicable having regard to all the facts, and in the circumstances I shall be glad if you will agree that this is so.

CENTRAL REGISTRY
File No. 9/48
6 - MAY 1939
P.W.D. N. Co. Jerusalem

W. Mackay
PISTMASTER GENERAL.

DEALT WITH
REFERRED TO

86
07,10

General Post Office

London

1871

RECEIVED

At 10.15

Received of the
Post Office

Sum of £ 100

By the order of the

Post Office

London

1871

At 10.15

Received of the

Post Office

London

1871

At 10.15

Received of the

Post Office

London

1871

At 10.15

Received of the

Post Office

London

1871

At 10.15

Received of the

Post Office

London

1871

At 10.15

Received of the

Post Office

London

Form with handwritten notes and a signature.

GOVERNMENT OF PALESTINE
PUBLIC WORKS DEPARTMENT
JERUSALEM

No. 9/48

2nd May, 1939.

3
Subject : Telephone route along Tulkarm-Nablus Road.

Reference: 9/48 dated 13th, ^{April,} 1939.

The Director of Public Works presents his compliments
to Postmaster General,
and requests that a reply may be sent to his communication under
reference.

D5.

REPLIED *fs*

9/48.

3
April 13, 1939.

Postmaster General.

Subject:- Telephone route along Tulkarm-Nablus Road.

Reference:- Your P.T.137/1 of 10-4-1939.

If the poles had been erected as far from the centre line of the road as possible, e.g. at the outer edge of the berms or on the outside edge of the ditch, the question of "first or second comer" might arise in connection with any widening scheme, but in the case under review, the poles have been placed within the old line of poles, and on the berms, making widening of the road by even a small amount impossible.

2. It is to be noted that the poles do not follow the old alignment but are nearer the centre line than the old poles. Under these circumstances I must ask that you either remove them now to a line as far as possible from the centre line of the road or agree to meet the cost of their removal if and when the road is widened.

(sgd) V. KENNIF

for

DIRECTOR OF PUBLIC WORKS

Copy to: District Engineer,
Nablus District,
with copy of P.T.137/1
of 10-4-1939.
ref. 2/2/3 of 25-3-39.

P4.

REMINDED 4
EXPLAINED 5
REFERRED TO 6

164-251

Telegraph Routes

G.P.P. 6978-50,000-20-8-88

2

(1)

Letter PT 137/1 of 10.4.39 from P.M.G.

(2)

D.K.W.

At fol 157 the P.M.G. asked at what distance telegraph poles should be erected from $\frac{1}{2}$ of road on the Tulkarm Nablus Road

2. At fol 161 he was informed 13 M was the requisite distance

3. At fol 165, as a result of representations by Benab (fol 164) the P.M.G. was asked to accept the future cost of moving certain few poles he had erected within the 13 M distance. In the attached letter he refuses this responsibility on the plea that it is now impossible to site the poles at 13 M and that the cost should fall on the Dept which, at a later date, requires the road widened.

4. It is obvious that the P.M.G. cannot budget for moving poles due to road widening of which he has no prior knowledge and I fear we must allow for such in any estimates we may prepare in the future.

Th
11/4

(3)

AD.

In the case where the P.M.G. places his poles as far from the Centre line of a road as possible (within the limit of 13 M) I think it would be difficult

(P.T.O.)

to press for an undertaking that he will in future meet
the cost of setting back the poles, this is not however
the case we are dealing with. The P.M.G. has not
placed his poles as far as possible from the C.L. of
the Road having regard to buildings etc. under A. 7 164.
Had the poles been placed without or on the alignment of
the old road. Doubtless would have little grounds for complaint
they have however been placed within the old line and
on the basis - making it impossible to widen the road
even by one or two inches. Had the poles been
placed on the outside edge of ditch it would have been
possible to widen the road by at least 3 or 4 inches.

P.M.G.
12
4

P.M.G. written 10/13/4

P.T.137/1.

GENERAL POST OFFICE

JERUSALEM,

10th April, 1939.

Director,
Department of Public Works,
Jerusalem,

(11) 165-1187/11
N
Subject :- Telephone Route along
Tulkarm - Nablus Road.

Reference:- Your 9/48 dated March
27th 1939.

The poles in question cannot be erected outside a line not less than 13 metres distant from the centre of the existing road owing to position of buildings in Anabta village. Where possible the alignment of the route conforms with the request contained in your letter 9/48 dated 8th February, 1939.

161
m 11
2. I regret that I am unable meantime to give the desired assurance that these poles will be moved without charge whenever your Department requires their removal. I am of the opinion that the cost of any such removal should be borne by the "second comer" and included in the estimates for road widening, expropriation of land etc. unless you advance reasons why the usual arrangements of payment by the second comer should not apply in this case and in this connection I shall be glad to have any observations which you may wish to make.

CENTRAL REGISTRY
File No. 9/48.
11. APR 1939
P.W.D. H. Q. Jerusalem

POSTMASTER GENERAL.

REPLIED 83

